Weather
Misty and squally today. The maximum temperature yesterday was 51.3 and the minimum 46.8, the figures for the corresponding day last year being 42.4 and 34.2.

THE CHINA PRESS
大陸報

Today's paper consists of 38 pages in four sections

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PEACE CONFERENCE NOT TO ASSEMBLE TILL JANUARY 15

Permanent Commissions In Connection With Meeting To Sit In Paris

U.S. TO BE POSTED

American Delegation Will See Newspaper Correspondents Every Day

(Reuter's Agency War Service)

Brussels, December 17.—It is anticipated that the Peace Conference will not assemble before January 15. The permanent commissions in connection with the Peace Conference will sit here.

(American Wireless To Reuter)

Paris, December 20.—(Received at French Wireless Station).—President Wilson has personally taken in hand the matter of seeing that the United States is informed on what is going on at the peace conference. He took the first step Wednesday night at a conference with the other American delegates. It was later announced that the delegates would see American newspaper correspondents each morning for free discussion of developments and proceedings at the conference.

STORMY SCENES IN BERLIN

(Reuter's Agency War Service)

Copenhagen, December 17.—Stormy scenes occurred at the meeting of the Imperial Congress of Soviets in Berlin. Dr. Liebknecht declared that Germany at the present time was a capitalistic republic and he urged the extension of the hand of brotherhood to "our Russian Bolsheyik brethren." Cheers and protests were followed by an uproar, the Chairman was shouted down and the members shouted abuse and threats at each other.

Copenhagen, December 17.—The National Assembly elections for Anhault and Mecklenburg show a narrow majority for the Socialists over non-Socialists.

A message from Berlin states that at the Soviet Congress, Herr Bittmann announced that Dr. Solf had resigned and that the Government had requested him to remain in office until his successor was appointed.

The Independent Socialists have now decided to support the elections for the National Assembly. This is a great defeat for the Spartacus Group.

70,000 JOBLESS IN BERLIN

(French Wireless)

Basle, December 20.—(Via Lyons and Koukaza). A message from Berlin says the number of workers out of employment in Berlin actually totals 70,000.

FIRST JOINT MINISTRY FORMED IN BELGRADE

Pashitch Is Premier, With Cabinet Representing Slovenes, Croats And Servians

(Reuter's Agency War Service)

Belgrade, December 17.—The first Ministry of Slovenes, Croats and Servians, representing all parties, has been formed with M. Pashitch as Premier.

Handley-Page Plane Arrives At Rome

(Reuter's Agency War Service)

London, December 19.—General MacEwan's Handley-Page aeroplane has arrived at Rome.

RAIN, RAIN, RAIN

The rain just refuses to quit. Despite forecasts from Siccawei that Saturday would bring an end to the downpour, yesterday morning was ushered in with more rain and a deep depression exists to the South, somewhere in Chekiang and further out to sea in the vicinity of the Chusan Islands, according to a report from Siccawei last night.

Christmas Roll Call

An Appeal By The American Red Cross

The Shanghai Chapter of the American Red Cross, in line with other chapters throughout the United States, will undertake during the next few days to enroll all American citizens within its jurisdiction. It will also make an appeal to other interested nationals.

It must be borne in mind that the Red Cross' activities do not cease with the signing of peace, and for this reason the organisation calls upon the whole hearted co-operation of all.

The Red Cross stands for a world's work. The work it has accomplished will be augmented during the period of reconstruction.

You will receive an appeal by post. It is your summons to a Christmas Roll Call by one of the grandest humanitarian organisations in existence. Respond so that when the check is made a worthy name will not be missing.

You have read during the last four years of the great conflict and no doubt understand and appreciate the effort that was necessary to bring it to the righteous end. You cannot but have been thrilled with the gigantic task of those that wore the Cross of Red.

Some Red Cross Figures

Some idea of the size to which your Red Cross family has grown may be gathered from the following facts:

On May 1, 1917, just before the appointment of the War Council, the American Red Cross had 486,194 members working through 562 chapters.

On July 31, 1918, the organisation numbered 20,648,103 annual members, besides 8,000,000 members of the Junior Red Cross—a total enrollment of over one-fourth the population of the United States.

These members now carry on their Red Cross work through 3,854 chapters, which again divide themselves into some 30,000 branches and auxiliaries.

Since the beginning of the war, you of the chapters have cooperated with the War Council in conducting two war fund drives and one membership drive, in addition to the campaign on behalf of the Junior Red Cross.

The total actual collections to date from the first war fund have amounted to more than $115,000,000. The subscriptions to the second war fund amounted to upwards of $176,000,000.

$24,500,000 In Dues

From membership dues the collections have amounted to approximately $24,500,000.

To the foregoing must be added that very large contribution of materials and time given by the millions of women throughout the country in surgical dressings, in knitted articles, in hospital and refugee garments, in canteen work, and the other activities the chapters have been called upon to perform.

It is estimated that approximately 8,000,000 women were engaged in canteen work and the production of relief supplies through the chapters.

For the period up to July 1, 1918, American Red Cross chapters, through their workrooms had produced:

490,120 refugee garments; 7,123,621 hospital supplies; 10,786,489 hospital garments; 10,134,501 knitted articles; 192,748,107 surgical dressings.

A total of 221,282,838 articles—of an estimated aggregate value of at least $44,000,000.

These articles were largely the product of women's hands, and, by the same token, infinitely more precious than could have been the output of factories or machines. These articles going to the operating rooms of the hospitals, to homeless or needy refugees, and carrying comfort to our own boys in the field, convey a message of love from the American women entirely distinct from the great money value attaching to their handiwork.

System Of Finance

By the terms under which the first Red Cross war fund was raised,

(Continued on Page 5)

Smyrna Bombarded By Allied Warships

Turks Refuse To Surrender Towns And Have Fortified Themselves

(Reuter's Agency War Service)

London, December 17.—According to advices from Constantinople the position at Smyrna is that the Turks, who have been supplied with arms by the Young Turks, have fortified themselves outside the town and that the Allied fleets are bombarding these fortifications.

There is a strong movement of the part of Greeks along the shores of the Black Sea in favor of the establishment of a Republic of Pontus, with Trebizond as the capital.

Australia To Permit Women To Traelv

But Warns Them They May Be Unable To Return For Two Years

(Reuter's Agency War Service)

Melbourne, December 19.—The Federal Government has removed the wartime precautionary travel restrictions upon women desiring to leave for Britain, but those contemplating the journey are warned that they may possibly have to wait two years before they can return to Australia owing to the heavy call upon available shipping accommodation.

GEDDES CO-ORDINATOR FOR DEMOBILISATION

Sir Eric To Supervise Activities Of Various Government Departments In Charge

(Reuter's Agency War Service)

London, December 19.—Sir Eric Geddes has been appointed to coordinate the activities of the various Government Departments regarding demobilisation.

Germany Delivers Gold From Russia

Arrives In Paris In Accordance With Clause Of Armistice

(French Wireless)

Berlin, December 20.—(Via Nauen and Koukaza). The transport of the Russian gold due on the basis of Paragraph 19 of the Armistice arrived in Saarbrucken on the 7th and in Paris on the 9th of December, accompanied by four German financial experts who are going to stop in the German Embassy in Paris. The transfer and re-examination of the gold will take some time.

[Clause 19 referred to the restitution by Germany of the gold taken by it from Russia and Rumania].

RUMANIANS COMMIT POGROMS, SAYS BERLIN

Serious Massacres Of Jews Reported From Cities In Bessarabia And Rumania

(French Wireless)

Berlin, December 20.—(Via Nauen and Koukaza). In Rumania and Bessarabia serious pogroms have taken place against the Jews in which Rumanian soldiers have a prominent hand. Also in some villages of the Bukovina the Jewish and German population were attacked by the Rumanians and German and Jewish shops have been robbed.

JAPANESE BUDGET DRAFTED

(Reuter's Pacific Service)

Tokio, December 20.—The budget for the financial year 1919-20 was informally shown to members of the Diet today. It is as follows:

Receipts, ordinary, Yen 836,589,729; Extraordinary, Yen 175,657,200. Expenditures, ordinary, Yen 501,789,191; Extraordinary, Yen 533,174,390. The deficit of Yen 22,718,642 will be met by loans.

The appropriations for the Navy amount to Yen 249,431,234 and for the War Office to Yen 144,687,203.

Import Restrictions On Rubber Into U.S. Are Declared Off

(Reuter's Agency War Service)

New York, December 17.—The War Service Committee on the Rubber Industry states that all restrictions on the importation of crude rubber were withdrawn on December 14. Rubber will be consigned to the Rubber Association as heretofore and the usual guarantee will be required, but maximum prices and allocation features have been entirely eliminated.

MR. PASSERI WINS SUIT FOR PAY AS LIQUIDATOR

Nearly Tls. 200,000 Granted By Mixed Court For German Bank Work

Judgment in the amount of approximately two lakhs of taels was awarded Mr. Gaspero Passeri by Italian Assessor Ros and Magistrate Yui in the Mixed Court yesterday for his work in connection with the liquidation of the Deutsche-Asiatische Bank.

Mr. Passeri's application was for remuneration by way of commission or percentage and judgment was given on a basis of four percent on all sums either collected or brought to credit, with a round sum of Tls. 50,000 in addition in respect of the claim for a percentage on all cases filed against bank debtors. The total amount regarding which the various claims were made ranges between Tls. 5,000,000 and Tls. 6,000,000, and the remuneration granted amounts approximately to Tls. 178,500 and $24,500.

Mr. Passeri acted as co-liquidator of the Bank from the time of his appointment after China's entry into the war until November 26, when he was succeeded by Mr. S. E. Lewis, of Peking. In connection with his recall the former liquidator has filed suit asking half a million damages and Mr. G. D. Musso, counsel for the Bureau of Liquidation of the Bank has filed a demurrer asking the dismissal of this petition on grounds that the Mixed Court has no jurisdiction in such a matter.

Mr. G. H. Wright appeared for Mr. Passeri in the action for remuneration, Mr. Musso appeared for the Bureau of Liquidation and Mr. R. F. C. Master on behalf of the Bank of China.

The judgment as read by the Assessor follows:

The court finds:

1.—That the applicant was liquidator of the Shanghai Branch of the Deutsche-Asiatische Bank under appointment from the Central Bureau of Liquidation, a department of the Ministry of Finance.

2.—That as such he is entitled to a remuneration by way of percentage.

3.—That Mr. Wang Koh-ming, head of the Central Bureau of Liquidation, as testified by applicant, had verbally agreed with the said applicant to grant certain remuneration for his special work as liquidator.

4.—That this remuneration is to be paid in accordance with article 18 of the regulations governing the Liquidation of the Deutsche-Asiatische Bank, out of the assets of the said bank.

5.—That applicant is entitled to four percent on all sums collected or brought to credit as per statement filed by him and signed by his co-liquidator.

6.—With reference to the percentage claimed on all cases filed, the court cannot allow it in the uncertainty of the possibility of the collection of the amounts claimed. Applicant, however, in handing over the cases to the counsel of the local Bureau of Liquidation, has done practically all the work which would have been done with reference to the same. The court fixes his compensation on this point in the round sum of Tls. 50,000.

Judgment is entered accordingly in favor of the applicant.

The Magistrate said he had not had time to make a Chinese translation of the judgment, but that he agreed with it.

Counsel applied to have copies of the judgment, Mr. Musso stating that he required a copy so as to enable him to take the steps which would be necessary in consequence of the judgment. The court assented to the request.

The demurrer filed by Mr. Musso to the former liquidator's petition for damages reads:

The defendants, by their counsel, hereby move this honorable court for the dismissal of plaintiff's petition on the ground that the re-call of the plaintiff, from the local Bureau of Liquidation of the Deutsche-Asiatische Bank, having been effected by order of the Government, this court has no jurisdiction to try the case nor to award damages against the Government, plaintiff's remedy, if any, lying in a Diplomatic action in Peking.

'Please Pass The Pie!'

—Tuthill in The St. Louis Star.

NEED OF UNITY IN CHINA EMPHASISED BY UCHIDA

Japanese Foreign Minister Also Repeats Opposition To Further Political Loans

(Reuter's Pacific Service)

Tokio, December 20.—Viscount Uchida, Minister of Foreign Affairs, reviewing the diplomatic situation before members of the House of Peers today, emphasised the necessity of unity in China. He repeated the Government's determination that no loan of a political character shall be made to China before unification and that the most careful attention would be paid to discriminating between economic and political loans.

Regarding the Russian situation Viscount Uchida said that there was reason to believe that the organisation of an all-Russian Government was fairly in progress. Japan, in concert with the Allies, was extending all possible help towards the restoration of order in Russia.

CZECHS VICTORIOUS IN A HARD STRUGGLE

Occupy Station, Capture 1,600 Prisoners And 6,000 Rifles

(Reuter's Pacific Service)

Vladivostok, December 20.—The military staff announces that the Ekaterinburg group of the Czecho-Slovak and Siberian contingents after a hard struggle occupied Tchusovsky station, capturing 1,600 prisoners, several provision trains, 6,000 rifles and over a million rounds of ammunition. Near this point in a flank engagement on December 17, a Cronstadt Marine Regiment was completely annihilated. The advance of the Czech and Russian forces continues towards Perm.

The Barnaul municipality on December 17 passed a resolution making it compulsory for the townsfolk to furnish gratis clothing and conveyance to Russian prisoners of war who are arriving in that town, tattered and bootless, in great numbers.

N.Y. Ships To Calcutta Silver Bullion Worth Three Million Gold

(Reuter's Agency War Service)

New York, December 17.—Three million dollars worth of silver bullion has been shipped to Calcutta.

BRITISH ELECTION RESULTS

(Reuter's Agency War Service)

London, December 17.—Oxford University election result:

Lord Hugh Cecil, Coalition Unionist, 2,771 votes.

Mr. R. E. Prothero, M.V.O., Coalition Unionist, 2,456 votes.

Professor Gilbert Murray, Liberal, 812 votes.

Furnish, Labor, 351 votes.

Two seats.

TOASTS EXCHANGED BY EMMANUEL AND POINCARE

Alliance Between Italy And France To Remain Permanent, They Say

(French Wireless)

Paris, December 20.—(Via Lyons and Koukaza). In the course of the dinner given on Thursday evening at the Elysee in honor of King Victor Emmanuel III, President Poincare proposed the toast, in which he made an acknowledgement to "the direct and personal intervention of the King" to whom is due in great part the greatness of Italy. He added:

"Italy and France, allied in the war, will remain Allies during times of peace. France will have to follow her natural inclinations of preserving with her sister beyond the mountains her present trusty relations and those cordial business relations which will give to our alliance all its worth, all its strength and all its efficiency."

The King of Italy, in reply, after recalling the hard days of trial in which France and Italy drew together in a closer union of their souls the necessary power to offer resistance, said that in the hour of victory this same close union of their souls brings new proof of the immortality of the glorious Latin race.

"In future," said the King of Italy, "a new era of peaceful co-operation founded on mutual respect and on trustful and loyal friendship opens before our peoples. France and Italy have a great common mission of civilisation to take up. Our two countries are able to offer mutually valuable and solid support on the difficult path before humanity towards the sure coming of liberty and justice."

NEW ZEALAND HOTELS MUST CLOSE AT SIX

House Of Representatives Votes To Make War Schedule Permanent

(Reuter's Agency War Service)

Wellington, (N. Z.), December 17.—The House of Representatives has decided by a majority of one to make six o'clock as the closing hour for hotels permanent.

ROMANONES IN PARIS

President Of Spanish Council Sees Clemenceau And Pichon

(French Wireless)

Paris, December 20.—(Via Lyons and Koukaza). Count Romanones, President of the Spanish Council, arrived in Paris on Friday. Accompanied by M. Quinones de Leon, the Spanish Ambassador to France, he paid visits to M. Clemenceau and to M. Pichon.

U.S. MAIL OUT TODAY

Owing to delay the T.K.K. liner Shinyo Maru will not sail for the United States till this afternoon and mail will be accepted at the United States Postal agency up to noon. No registered mail will be accepted.

PEKING DEFENDS ITS NEGOTIATIONS WITH THE SOUTH

Government Issues Long Statement Explaining Its Efforts For Peace

BLAMES CANTON

Says It Has Made All Reasonable Concessions That Were Asked

WANTS NANKING

Thinks Chinese Territory More Suitable Than Shanghai For Peace Conference

(CHINA PRESS OWN SERVICE)

Peking, December 21.—The Government has issued a statement today defending its action during the negotiations for peace with the South during the past several weeks. Telegrams exchanged between the North and South, with direct textual references, are published with the statement. The document has made a profound impression here.

The statement sets forth seven allegations defending the action it has taken and condemning the attitude of the Southern leaders. It first refers to the mandate of November 16, suspending hostilities; second, deals with the Southern telegram demanding equal representation at the forthcoming conference, to which request the North conceded; third, the Peking Government offered to compromise on the name to be given the meeting and agreed that the conference should take its name from the place of meeting.

Want Meeting In Nanking

The fourth clause argues for the selection of Nanking as the seat of the Conference, setting forth that the matter should be settled on purely Chinese territory rather than at Shanghai. The Government also suggests that Nanking should be selected because Li Shun's activities as a mediator have been ignored.

The Peking Government resents the accusations that peace overtures come from the North while it is actually conducting war operations and in the fifth clause points out that brigandage actually flourishes in Fukien and Shensi, thus defending the sending of Northern troops to quell the trouble in these provinces. The document refers to reports from Szechuen indicating that Southern commanders are advancing on Paochen and Nanchen, proving that the South is talking peace while actually waging war.

No Joint Representation

The Southern claim for joint delegates to the European Peace Conference is termed unreasonable because such a delegation would nullify the Chinese representation, says the sixth clause.

That the Peking delegates to the domestic conference have already been appointed while the Southern representatives have not been appointed and the South ignores telegrams requesting action, thus making it impossible to know whether or not the South sincerely desires peace, is the last contention.

SCANDINAVIAN LEGATIONS HAVE LEFT PETROGRAD

Staff Of Danish Minister Is At Helsingfors, Norwegians Are On Way

(French Wireless)

Berlin, December 20.—(Via Nauen and Koukaza). The staff of the Danish Legation has arrived in Helsingfors from Petrograd.

The staff of the Norwegian Legation has left Petrograd and is going to Norway via Finland. At the frontier the Bolsheviki soldiers broke the Legation seals on the luggage without however keeping back the baggage. The Legation has taken back Crowns 4,000,000 in securities belonging to Norwegian subjects.

TSAO JU-LIN DISCLAIMS PART IN OPIUM DEAL

His Solution Is To Take Remaining Stock And Sink It

(From The North China Star)

Peking, December 16.—Tsao Ju-lin, Minister of Finance, in an interview, protested with great vigor against the report that he was in any sense interested in the opium recently seized at Nanking.

Two years ago, said the Minister, President Feng Kuo-chang made an agreement to buy the opium, which had been in storage in Shanghai and Hongkong, from British merchants for $8,200 per chest of 40 balls.

Later this price was cut to $6,200. The money was not to be paid in cash but in Government 6 percent bonds of the first year's issue. These bonds were stamped especially for payment on principle and interest in silver. The total number of chests which the merchants said they had was 1,577½. Mr. Tsao suggested that the opium should be sold by the Government as medicine.

The reason why he was in favor of the opium purchase was: 1st: that it did not require any ready money and that the Chinese would not have to contract a loan to purchase it. 2nd: That the quantity was so small that its use for medicinal purposes could not be considered as an encouragement of the importation of opium or as injurious to the Government policy of opium suppression. President Hsu, said the Minister, was in favor of destroying the opium in order to show China's good faith in the matter so Mr. Tsao said that he was very glad to approve of it. He sent delegates to Shanghai to ascertain the quantity of opium there and he found that the original quantity named by the merchants had shrunk, owing to the period of storage, to 1,498 cases and 24 catties; of this quantity 295 cases were sold for medicine, leaving still in Shanghai and Hongkong 1,203 cases and 24 catties.

The Minister declared that the opium seized in Nanking cannot be part of the Shanghai stock, because the Shanghai opium is all imported, while that seized at Nanking is a Chinese product, according to a telegram which has just been received by the Ministry.

To sum up, the Minister said that from a financial point of view he was not in favor of the original purchase, but since it was purchased, he thought that from a financial point of view it ought to be used.

"As the President," he continued, "intends fully to destroy it in order to show China's good faith, I am in favor of it, although it sacrifices much money. I will send delegates to Shanghai to see that the weight is exact. The date for the destruction of the opium has not yet been fixed. To burn it would take three months. I object to this long delay, because I wish to invite foreign and Chinese distinguished representatives to witness the destruction. So I want to find a way to destroy it in a couple of days. Perhaps I will sink it in the ocean."

TRANSYLVANIANS WANT TO UNITE WITH RUMANIA

Former Subjects Of Austria-Hungary Ask To Be Included With Own People

(French Wireless)

Zurich, December 20.—(Via Lyons and Koukaza). A deputation of the Rumanian population in Transylvania left Sibu on the 14th on their way to Bucharest, charged by the Rumanian National Council to make known to King Ferdinand of Rumania the decision of all the Rumanians inhabiting the territories which were formerly subject to Austria-Hungary and which are now liberated to be united under the same rule as Rumania.

FRENCH EXCHANGE

(French Wireless)

Paris, December 20.—(Via Lyons and Koukaza). Paris exchange:

Paris—London cheques ..	26.00
French War Loans:	
3 percent	61.85
4 percent 1917.	71.05
Liberty Loan	
4 percent 1918.	71.70
5 percent	88.15

EXPECT TO CLOSE SCHOOL

The dissolution of the Tung Chi Medical and Engineering School in Woosung is expected, following the report of Sir John Jordan, the British Minister, that German propaganda existed there. The Ministry of Education has delegated Mr. Shen Pang-yen to investigate the real situation.

War Restrictions Raised In England

Use Of Copper, Spelter, Lead, Tin And Chrome Ore In Manufactures Allowed

(Reuter's Agency War Service)

London, December 17.—The Minister of Munitions has suspended various orders prohibiting dealings in, and the use in manufacture, of copper, spelter, lead, tin, and chrome ore.

DR. STREET NOW MAJOR IN U.S. ARMY SERVICE

Prominent Shanghai Doctor In Charge Of Big Influenza Hospital Before Going To France

Dr. Lionel Street—now Major Street in the U. S. Service—who left Shanghai last summer to volunteer at Washington for work at the front, did important service in fighting the influenza epidemic in Massachusetts before he left for France, according to word just received here.

Dr. Street was awaiting word to sail and had gone to Boston to visit relatives when the epidemic reached its height. He volunteered his assistance and within a few days was placed in charge of the largest open-air hospital in the state. He was actively engaged in fighting the scourge for some time and then received word from the War Department at Washington early in November that he had been booked as Medical Aide for service in France, with the rank of Major.

The armistice was in sight when Dr. Street received his commission but it was believed that the work in France would be so large even following the cessation of hostilities that the call upon American surgeons and doctors would remain operative for some time yet to come.

CHINA LEGATION IN U.S. HAS A NAVAL ATTACHE

First Man To Hold That Rank Is Introduced To American Cabinet Members

(American Wireless To Reuter)

Washington, December 20.—(Received at French Wireless Station). Captain Tao Yuen-lu, the first naval officer ever sent to the Chinese Legation in Washington, and his assistant, Chu Fang-lin, were presented today to Secretary of the Navy Daniels and Acting Secretary of State Polk by Mr. Yung, the Chinese charge d'affaires.

SUFFRAGE REFORM FOR NEW SOUTH WALES

Proportional Representation Bill For Next State Election Passed By Legislature

(Reuter's Agency War Service)

Sydney, December 17.—The Proportional Representation Bill for the next State elections has been passed by both Houses of the Legislature.

Annual Prize Distribution Of French Municipal School

Scholastic Rewards Presented At French Club After Enjoyable Entertainment Program

The annual exhibition by students of the French Municipal School and the distribution of prizes to the pupils took place last evening in the French Club theater, 500 attending. Tableaux, aesthetic dancing, recitations, physical drills, Indian-club and calisthenic drills and singing of the Allied national anthems made up the program.

Headmaster Charles B. Maybon delivered the address of welcome. He announced that certificates would be awarded because of the delay in receiving prize books from abroad and said that books would be distributed as soon as they arrived.

He told of the new era dawning November 11, paid a tribute to the sacrifices of France and urged the school children not to forget the cost of victory and to honor the men who were responsible for the defeat of "a faithless enemy" and to rejoice in the great work accomplished. He said:

"Children of the French Municipal School, keep alive in you always the memory of those to whom are due these new conditions, treasure the memory of the dead and respect the deed of the living, remember always those, whether high or low in the social scale, who generously gave their efforts, those who on the field of battle fought a faithless enemy and who, despite the reverses, despite the torment, returned safe. Remember those who died either obscurely or in a brilliant charge in order that your lot might be better, that all humanity might be happier and that 'la France Necessaire' might be resplendent under a new halo."

Mr. Maybon related the growth of the school during the year and thanked the French Municipal Council, the French Club and all others who aided the school.

Mr. H. Wilden, Consul-General for France, responded briefly.

An excellent program followed, the tableaux and physical drills attracting much applause. The program follows:

Overture.

Address by Mr. Maybon and response by Consul-General Wilden.

Calisthenic drill by pupils under the direction of Miss Sharp.

The season's symbolic songs and dances and the singing of Vive la France by children of the primary grades.

Drill by Boy Scouts.

Distribution of prizes.

Old French Songs.

Le Joli Tambour and En Passant Par La Lorraine by Miss Doris Bailey.

Tableau—France welcoming her liberated provinces, with Miss Irene Le Garduner as France, Miss Anne Marie Goyet as Alsace and Miss Madeleine Seite as Lorraine.

Rudyard Kipling's "Ode to France," in English by Miss Elena Boyd and in French by Miss Minnie Stewart.

Tableau—Celebration of victory by the Allied Nations with Miss Alberte Jedlicka as "Victory," Miss Rita Lemiere as "Peace," Miss Aimee Dard as France, Miss Elena Boyd as Great Britain, Miss Marie Mendel as the United States, Miss Anna Cugno as Italy, Miss Blanche Gulliabert as Russia, Miss Irene Le Garduner as Belgium, Miss Irene White as Servia, Miss Colette Ackermann as Portugal, Miss Jean Taylor as Greece, Miss Laura Chieri as Rumania, Miss Laura Jedlicka as Bohemia and Miss Margherita Stephen as Brazil.

The following took part in "Le Joli Tambour," Misses Suzanne Labansat, Annie Gensburger, Germaine Lemiere, Doris Bailey, Betty Dawson and Minnie Stewart.

Mr. L. de Luca aided in the staging of the various tableaux, electrical effects were by M. Laforest and properties by M. de Fourcaud.

The prize of honor in the advanced course was won by Miss Marie Mendel and prizes of honor in other course went to the following: advanced, Minnie Stewart and Jean Trouillet; elementary, Olive Crane and Read Hager; preparatory, Lorna Kent and Georges Mostini; primary, Gladys Gater and Maurice Batut.

Prizes of excellence were awarded to Rita Lemiere, Irene le Garduner, Victor Loureiro, Doris Bailey, James Fowler, Beatrice Toledano and Jose Tavares.

The following won prizes offered by "L'Alliance Francaise" to non-French pupils showing progress in French: Betty Dawson, Elena Boyd, Mary MacGavin, Laura Chieri, Matilde Chieri, Herbert Ros, Ida Ellis and Tommy Brooke.

LYCEUM THEATRE

On January 4th and 8th

TWO PIANO RECITALS

Will be given by the most Famous Italian Pianist

SIGNOR PACI

Booking at Moutrie's

Direction: A. STROK.

Commencing

TONIGHT

AT THE CARLTON

Fred-Keeley & Aldous-Ivy

Present their entertaining vocal and dancing act

During dinner and after dinner in the ballroom

AT

THE CARLTON

New Songs

New Jokes

New Dances

Shinyo Maru Sails This Afternoon At 3

The T.K.K. liner Shinyo Maru, scheduled to arrive at Woosung yesterday afternoon, is not expected until this morning. The Shinyo Maru will leave for the United States this afternoon, the tender leaving the Customs Jetty at three o'clock.

Passengers for Shanghai include Messrs. James Kitchin and Fred Sutterle, Mrs. Pakita Kitchin and Miss Maud Taylor. Among the through passengers are Senate President Manuel L. Quezon of the Philippines, his secretary, Mr. Jorge Vargas; Don Tomas Earnshaw, Manila business man; Dr. Bernabe Bustamente, of the Philippine Senate, and Messrs. F. J. Nihill, T. G. Nihill, Lyman Nihill, Simon Swerling, Vernon Houghton, E. G. Barclay, N. Grandy, Adolph Hartog, Henry Hartog, J. R. Leask, Vicente Angco, C. de Sid, M. Mapalo, V. Nimebla, Teofilo Ampil, Luis Yangco, Carlos Cuyugan, Guillermo Cabrera, Juan Alegre, Anselmo Daya, Luis P. Celis, A. B. Goldenberg, F. E. Skinner, C. Christianson, E. A. Herrera and K. Komachu, Miss Aurora Aragon, Mrs. Emma Hartog, Miss Annie Leask, Miss Julea Pribella, Miss Juana Ilit and Miss Maria Ward.

AUSTRALIA WILL HAVE VICTORY CELEBRATION

Three Public Holidays To Be Declared And Allied Fleet Is Invited

(Reuter's Agency War Service)

Melbourne, December 17.—It has been decided that the peace celebrations in the Commonwealth will include three public holidays. The Imperial Government is being asked to arrange for a fleet, consisting of British, Allied and captured warships to visit Australia to participate in the celebrations.

Siberian Comforts Fund

The honorary treasurer begs to acknowledge with thanks receipt of the following contributions to the Siberian Comforts Fund.

	$
Amount previously acknowledged	3,489.44
Mrs. Bailey's bandage workers (Hankow)	150.00
Mr. and Mrs. W. A. Willis	10.00
British Members of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo Railways	230.00
	$3,879.44
	Tls.
Amount previously acknowledged	1,915.92
C. H. R.	50.00
	Tls. 1,965.92

H. H. Fox,
Hon. Treasurer.

British Consulate General,
Shanghai, December 21, 1918.

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For your son and daughter NOW and make it YOUR Christmas gift to them.

To save is a fascinating game for children. They take a lot of pride in having a savings account of their own with a real bank.

Given such a start, your children are bound to grow up into thrifty men and women.

Any small sum you deposit in your children's name will earn 4% interest, compounded semi-annually.

Have you joined our Christmas Savings Club?

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Silk and Wool Sports Coats

in all the latest colours and newest styles

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Old Bleach Linen Towels and Damask, Fancy Linens of every description.
Furs and Fur Coats in the Latest Models.

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G. W. W. SPECIALTIES

GOODYEAR AKRON

Over and onward they go—
far in the lead!

GOODYEAR TIRE PERFORMANCES

led cars into FIRST, SECOND, THIRD, FOURTH and FIFTH places in all the main racing events in America this year. Besides this, sixty well-known car manufacturers in America specify GOODYEAR as regular tire equipment on their products.

And **TODAY** more motorists in Shanghai use **GOODYEAR TIRES** than ever before.

WHY? Because the exclusive features of **GOODYEAR TIRES**, with the **ALL-WEATHER TREAD**, give longer service and greater mileage. Their extreme **RESILIENCY** and **DURABILITY** make them **DEPENDABLE** and **ECONOMICAL**

Let Your Next Be A GOODYEAR AKRON

Obtainable at all motor houses or by Telephoning Central 608

CONGOLEUM RUGS.

IDEAL FOR THE LIVING ROOM.

Congoleum Rugs have aided in solving what was a perplexing problem to many house wives — How to make the living room cheerful at moderate cost.

Congoleum Rugs are made by a new and wonderful process.

They do not fade in the sun, lie flat without fastening and never "Kick up."

THEY ARE WATERPROOF.

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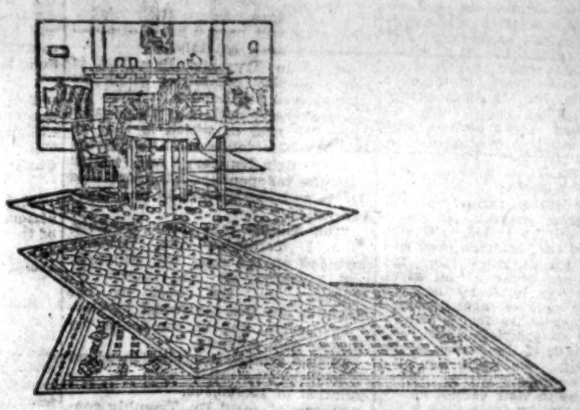
BY THE YARD

Here is the floor covering that combines low price with real beauty and durability as compared with printed Linoleum, which it resembles. Congoleum is more durable and more attractive, yet the price is less. The large variety of designs including Tile, Matting, Floral and Conventional Patterns makes it suitable for every room.

CONGOLEUM RUG BORDERS cannot be told from Polished Quartered Oak when laid to a Rug.

All patterns now on view at
YOUR DEALER'S

CONGOLEUM
BY THE YARD



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WHAT ABOUT YOUR FLOOR?

One look at the display of Congoleum Art Rugs will solve your floor covering problems.

You will admire the dainty design and pretty colouring.

Then the wide range of patterns will please you.

These Rugs are Washable, Waterproof, Sanitary.

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TELL TIME IN THE DARK

Midget Radiolited

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Five models to select from including a wrist Radiolite and one in a white case to stand on the Bureau:

See Them At Your Dealer

Waterbury Radiolite

Leading Importers of

METALS Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.

INDUSTRIAL CHEMICALS Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.

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Railway & Steamship Supplies
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'NO CONSIDERATION,' SAYS GERMAN ORDER

Captured Document Gives Details For Taking Away Civilian Males

WITH ALL FOOD AND CATTLE

Instructions For Sabotage By Prisoners Behind Allied Lines Are Carefully Set Forth

By Edwin L. James
(New York Times)

With the American Army in France, November 1.—Fearing an attack and realising that in the present military situation it would mean an Allied advance, the Germans were today systematically withdrawing war materials from the front, taking away everything not strictly for immediate defensive use.

Not only were they doing that, but they were also stripping villages and towns which might be seized by Americans. Horses were being corralled and driven rearward. All implements and food useful to them were being stolen. Moreover, all the male civilian population between the ages of 14 and 60 were being rounded up and carried away.

With so much talk of evacuation, one may call attention to the following order just captured by the Second Army which relates to the treatment of territory behind the retreating armies:

"The evacuation of male population capable of bearing arms, as well as of cattle, has been only partially carried out because of the passive resistance of the population and the reduced forces at the command of the local commandants. The co-operation of troops, therefore, is necessary.

"The division commander will on this account issue orders to all units to search each district systematically and deliver under guard to the commandant's headquarters concerned all men from 14 to 60 years old, together with all cattle, for transportation.

"A concentration camp will be established near each headquarters for civilians to be evacuated. A guard will be furnished from baggage trains, etc. Stockades will similarly be arranged for cattle.

"The cattle will be taken to the nearest slaughter house. All cattle fit for food will be seized. Horses will be formed in columns and will be used by headquarters for the collection of provisions of all sorts. The headquarters auxiliary services will direct the work of these columns.

"If more horses are found, these may be used to complete the authorised strength of the horses of the unit concerned. No horse will be left in the country.

"The purpose in view cannot be accomplished except by proceeding without the slightest consideration."

This order was issued after the Germans began to talk of their willingness to evacuate territory. This, perhaps, was the kind of evacuation they were talking about—no horse to be left in the country—all food to be seized.

One may gain a good idea of the German fear of an American attack east of the Meuse by the fact that all the rested divisions of the German army were today in that territory. This means that as divisions have been taken out of battle all the way from the Dutch border to the Meuse they have been sent eastward to be ready should the Americans strike toward the Rhine.

The Germans are also extending the system of having men captured for the purpose of doing sabotage work back of the Allied lines. One can show this no better than by citing part of a German document recently issued, which is headed: "Instructions to the German prisoners on the subject of sabotage."

This says: "The first sabotage must be carried out by prisoners on the same lines as those on which the Intelligence Service is worked. Confidential agents are particularly asked to proceed carefully. Suitable soldiers, after careful examination, should receive their instructions.

"Their tasks consist of (a) setting fire to or blowing up enemy ammunition dumps, or, if such are not within reach, any large buildings to which they may have access while at work; (b) of setting fire to any depot or building which may be of importance for war purposes; (c) officers intrusted with this work will receive all further confidential information regarding instructions, equipment, and rules of procedure.

"Suitably qualified men, not officers, but blacksmiths or mechanics, who, if taken prisoner, will be in all probability employed by the enemy on public works, are preferred for training for intelligence work. Premiums and rewards for encouragement in the shape of money are at the disposal of the confidential agents."

JUGO-SLAVS PLAN BIG STATE

Seek Unity Of 12,000,000 People In Area Large As Italy's

London, November 8, (Correspondence of Associated Press.)—If the Jugo-Slavs achieve their aspirations they will have a State of about the same area as Italy.

Dr. Ante Trumbig, President of the Jugo-Slav committee which has just arrived in London, gives a comprehensive outline of his people's aims, the first of which is that all the Jugo-Slav lands shall be liberted from Austria-Hungary and united with the independent Kingdoms of Servia and Montenegro in one Jugo-Slav State.

"Our State," said Dr. Trumbig, "should comprise the territroy bounded on the east by Bulgaria, and Rumania, on the north by Hungary, on the west by the Adriatic, on the northwest by German Austria, and on the south by Greece and Albania.

"These boundaries take in about 100,000 square miles, with a population of 12,000,000.

"I cannot say," Dr. Trumbig continued, "what place we shall make our capital nor the kind of government we are likely to establish. When we are liberated there will be a constituent assembly which will settle everything in regard to government and administration.

"Our industries are in an embryonic stage. We have not been able to develop them because our oppressors have always tried to concentrate our industries in their hands. They have exploited our land by taking the raw materials.

"Our country is rich in agricultural products, wood, iron, copper, afuminium, and coal. The Austrians took our wood from Bosnia and Croatia and gave us nothing for it. The wood known in commerce as Austrian oak all comes from Croatia.

"We came under the Austrian yoke as far back as 1527, when the Croatians chose the Austrian Emperor Ferdinand I. as their King. They expected great help from him in expelling the Turks, who had already conquered Servia, Bosnia, and part of Croatia. The Croatians were to remain a fully autonomous people.

"In the course of time the Austrians almost suppressed our autonomy. In 1908 they broke their agreement by making our country an integral part of their territory, and this nearly caused a European war."

Referring to the act of Croatian infantrymen in disarming the Magyar Honved garrison at Fiume, Mr. Trumbig said it was a significant and interesting fact that the Croats thus were the first to raise armed rebellion in Austria-Hungary.

"This Croatian regiment," he went on, "has vindicated the right of Croatia to Fiume, which was stolen from the Croats."

News Brevities

Mr. M. T. Stauffer, of the China Continuation Committee, will give a brief Christmas address for the benefit of the children at the American Song Service at the Palace Hotel this afternoon. This address will be in addition to the Christmas cantata that will be sung by the Song Service choir.

* * *

The Mixed Court will hold no sessions tomorrow on account of the Chinese Winter Solstice Festival. The Court will also be closed on Christmas day and Boxing day.

* * *

Lieutenant Sykes, R. G. A., was seriously injured and Mr. McKay, of the Taikoo Dock Co., and his wife were slightly injured in a motor car accident in Hongkong, December 15.

* * *

Shareholders of the Kamunting (in Kedah) Rubber Plantation Co., Ltd., will meet January 7 at 4 p.m. at 2 Kiukiang Road. The report and accounts for the year ended September 30, 1918, will be presented. The transfer books of the company will be closed from January 1 to 7, both days inclusive.

* * *

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc. from Mesdames Jenner Hogg, J. Youngson, K. K. Johnsen, Carle, J. Richard, J. B. Manley, M. L. Cross, H. E. Arnhold, Messrs. The Shanghai Club, Wm. Jacks & Co., Chartered Bank of I. A. & China, Denniston & Sullivan, Siowe & Co., British Postal Agent, Chefoo, J. H. Little, A. Springborg, Capt. Springfield, R. H. R. Wade, A. Spiers, G. Benwell, F. L. Marshall, H. T. Hancock, P. Enticknap, Chas. S. Speyer, F. C. Banham, H. A. Atkinson, P. Lessner, L. E. Canning, "H. M. T.," "R. M.," "M. D. B.," and "Anon." By courtesy of the Agents, Messrs. Dodwell & Co., a further large consignment of literature was forwarded to Vladivostok on Friday by the s.s. Paz.

* * *

The latest number of the Manchester Guardian, has the following item regarding Mr. A. K. Rhoden, who is well known here and has been traveling in the Far East for the last 20 years in the interest of Sheffield manufacturers: Mr. A. K. Rhoden, who has for many years been representing Messrs. Sanderson Bros. and Newbould, Ltd., steel and saw manufacturers, of Sheffield, in India and the Far East, has now returned to London to take charge of the London office of the firm at 38, Victoria Street, London, S.W.1, in place of the late Mr. J. R. Bidgcombe, an old friend for whom I had a great respect. Mr. Rhoden's ability and experience will stand him in good stead in his new position.

* * *

Dr. H. Chatley will continue his lecture on "Spiritualism—Fact, Fancy or Fraud?" at the meeting of the Quest Society to be held at the Kalee Hotel at 5:30 p.m. tomorrow.

* * *

A special program of Christmas music will be given at the Sunday Service League Meeting to be held in Martyrs' Memorial Hall, 120 Szechuen Road, at 5 p.m. today. The Rev. James B. Webster, Professor of Education and Religious Pedagogy at Shanghai Baptist College, will speak on "The Abundant Life in China." In the evening at the Y.M.C.A. there will be a special service in Chinese at which motion pictures on the Life of Christ will be shown. Dr. D. Y. Pao, Secretary of the Nantao Institute, will be the speaker.

* * *

The extradition of Poo Chi-ming, the Shantung bandit, and his nine accomplices, recently arrested by Settlement police, will be asked when they are brought up for trial in the Mixed Court Tuesday. General Lu Yung-hsian, the Defense Commissioner, will make the application. It is understood that the Shantung provincial authorities has offered a reward of $20,000 for the capture of Poo.

* * *

Fifty returned soldiers and sailors attended a dinner given at the Palace Hotel last night by Major C. M. Manners, R.E., and Captain Feeley. Sir Everard Fraser, Consul-General for Great Britain, Mr. H. Wilden, Consul-General for France, and Major A. H. Hilton-Johnson delivered short addresses.

* * *

A hearing of the case wherein disbarment orders are asked against Mr. Alexander Krisel is set for tomorrow morning in the United States Court for China.

* * *

Three coolies employed in a cotton mill were arraigned in the Mixed Court yesterday for theft of quantities of yarn. The weather was so cold, they explained, that they had taken the yarn to pad their clothing.

* * *

Twelve men charged as armed robbers appeared in the Mixed Court yesterday and were remanded in custody for trial.

* * *

The annual general meeting and election of officers of the American Association of China will be held in the rooms of the United States Court for China at 5:15 p.m. next Friday.

Chinese Troops Raid Japanese Ship Office

Northern Troops Break Into N.K.K. Premises In Shasi, Say Telegrams

According to Japanese telegrams, 20 Northern troops raided the office of the Nisshin Kisen Kaisha at Shasi, Hupeh, and broke all the furniture in the place. Several Chinese and Japanese members of the staff were injured.

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The NEVER LEAK Roofing

A strong phrase, but it's a good name, for Congo. Perfect rolls, carefully made and every one inspected and tested. No imperfect rolls will reach you. That's why it never leaks. There are no flaws, no thin places, no weak spots. Once it is on the roof, the water will not get through.

A sample will show you why. Send for it to-day; it's free.

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America's Leading Manufacturers of

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of platinum and gold jewelry all wrought in our Tokio factory, appropriate for Christmas gifts.

Complete collection of pearl and diamond jewelry, lately arrived, is now exhibited in our store.

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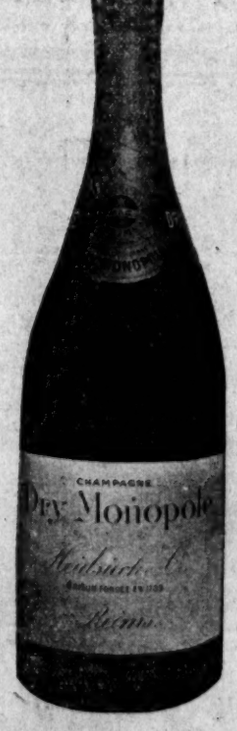

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TSINGTAO RELIEF SOCIETY NAMED IN BANK CLAIMS

Former Chief Justice Appears And Denies Responsibility; Other Cases Heard

Dr. Crusen, former chief justice of Tsingtao, appeared in the Mixed Court yesterday as defendant in a claim for $151,169.56 and Tls. 155,900 brought against the Tsingtao Untersteutsungfong by the Bureau of Liquidation of the Deutsche-Asiatische Bank.

The case was one of half a dozen coming up for hearing before British Assessor Grant Jones and Magistrate Li, the claims against the Club Concordia and Austrian Lloyd also being mentioned.

Regarding the Tsingtao claim Dr. Crusen stated that the money was advanced by the German Government for the purpose of making allowances to refugees and to prisoners of war in Japan and declared that it was not a debt for which he or the fund could be held responsible. It was an arrangement between the German Government and the bank, not between the bank and him and he had paid no interest on the money

An adjournment was agreed upon by the court for the purpose of inspecting documents and Mr. G. D Musso, counsel for the Bureau of Liquidation of the Bank, said that Dr. Crusen would submit a copy of the accounts showing how the money had been disbursed and that it would be impossible to recover any of it he would be willing to let the matter slip. Dr. Crusen handed over his passbooks and copies of accounts and the case was adjourned until they have been inspected.

At the outset of the hearing Mr. K. E. Newman, appearing for the acting registrar of the court, made application for an order that the Chinese Government pay the fees for filing and hearing of the bank claims, quoting law on the subject and stating that the amounts involved were Tls. 1,460 and $9,870. The application was opposed by Mr Musso on grounds that the Mixed Court was a Chinese Court and therefore the Government need pay no fees. Judgment on the matter was reserved.

In connection with the claim against the Austrian Lloyd, Mr. G. H. Wright appeared on behalf of the Hongkong and Shanghai Bank. He reminded the court that his clients had secured judgment against the concern last April for Tls. 3,866, at which time the manager, Mr. Pucher, had denied the existence of any assets. Counsel stated that from accounts of the present proceedings he gathered that something had been found and he therefore applied that his judgment rank equally with that obtained by the Bureau. He was instructed to enter a caveat.

Mr. Pucher appeared and asked permission to remove his personal property from the attached safe of the Austrian Lloyd company, which was granted.

In the case of the German Club Mr. C. Stepharius applied for a further postponement in order to file an amended answer and, counsel for the Bureau agreeing, an adjournment of two weeks was granted.

The case of F. Bornemann and Co. was adjourned one month, the court ordering the assets of the company to be sealed.

In the matter of the Columbia G.M.B., Mr. G. E. Meyer stated that the concern had certain properties which might be realised on and judgment was entered and execution stayed to allow disposition of a certain match factory for the satisfaction of the claim.

Judgment for Tls. 51,832.62 was entered against W. Wolfe and Sons.

PORTUGUESE CABINET OUT

(Reuter's Agency War Service)

Lisbon, December 17.—The Cabinet has resigned. The country is quiet.

FUNERAL IS HELD

(Reuter's Pacific Service)

Macao, December 21.—A message from Lisbon states that the funeral of the ex-President of Portugal takes place today. Last night the remains of the ex-President were removed to the Municipal Buildings, accompanied by the new President and Cabinet Ministers, where they will lie in state.

Christmas Roll Call

(Continued from Page 1)

the chapters were entitled to retain 25 percent of the amount collected, in order to defray local expenses, to carry on their home service work, to purchase materials to be utilised in chapter production and otherwise to meet the numerous calls made upon them. The chapters were thus entitled to retain nearly $29,000,000. As a matter of fact, their actual retentions amounted to only about $22,000,000.

Out of collections from annual memberships, the chapters have retained about $11,000,000.

From this total sum, therefore, of $33,000,000 retained by the chapters, they have met all the oftentimes very heavy local demands upon them, and in addition have provided for use by National Headquarters products valued, as stated above, at upwards of $44,000,000.

The chapters have in effect returned to the War Council, not alone the $33,000,000 retained out of the war fund and membership dues, but, in value of actual product, an additional contribution of at least $11,000,000.

It will thus be seen that during the twenty months which have elapsed since the United States entered the war, the American people will have either paid in or pledged to the American Red Cross for its work of relief throughout the world, in money or in material values, a net total of at least $325,000,000.

This outpouring of generosity in material things has been accompanied by a spontaneity in the giving, by an enthusiasm and a devotion in the doing, which, after all, is greater and bigger than could be anything measured in terms of time or dollars.

It has been because of this spirit which has pervaded all American Red Cross effort in this war that the aged governor of one of the stricken and battered provinces of France stated, not long since, that, though France had long known of America's greatness, strength and enterprise, it remained for the American Red Cross in this war to reveal America's heart.

Work For Soldiers

The workers of the Red Cross, through its chapters, helped to add to the comfort and health of the millions of our soldiers in 102 camps and cantonments, as well as of those traveling on railroad trains or embarking on ships for duty overseas.

The Home Service of the Red Cross, with its now more than 40,000 workers, extended its ministrations of sympathy and counsel each month to upwards of 10,000 families left behind by soldiers at the front.

But, of course, the heart of the Red Cross and its money and attention always move toward and focus themselves in Europe where the American Red Cross, as truly "the greatest mother in the world," was seeking to draw "a vast net of mercy through an ocean of unspeakable pain."

Nothing was withheld that could be given over there to supplement the efforts of our Army and Navy in caring for our own boys. The Red Cross does not pretend to do the work of the Medical Corps of the Army or the Navy; its purpose is to help and to supplement.

Nor does the Red Cross seek to glorify what it does or those who do it; the satisfaction is in the result, which, we are assured by Secretary Baker, General Pershing, General Ireland and all our leaders, is of inestimable value and of indispensable importance.

Your Red Cross had working in France upwards of 5,000 Americans —a vivid contrast to the little group of eighteen men and women which, as the first Red Cross Commission to France, sailed to initiate our efforts in Europe.

Under your commission to France the work was carefully organised, facilities had been provided, and effective efforts made to so cooperate with the Army as to carry out the determination of the American people, and especially of the members of the Red Cross, that our boys "over there" should lack for nothing which may add to their safety, comfort and happiness.

Serving In Several Countries

Your Red Cross now has active, operating commissions in France, in England, in Italy, in Belgium, in Switzerland, in Palestine and in Greece. You have sent a shipload of relief supplies and a group of devoted workers to northern Russia; you have despatched a commission to work behind our armies in eastern Siberia; you have sent special representatives to Denmark, to Servia and to the Island of Madeira.

Your Red Cross has thus extended relief to the armies and navies of our Allies; and you carried a practical message of hope and relief to the friendly peoples of afflicted Europe and Asia.

Indeed, we are told by those best informed in the countries of our Allies that the efforts of your Red Cross to aid the soldiers and to sustain the morale of the civilian populations left at home, especially in France and Italy, have constituted a very real factor in winning the war.

By your great organisation, in very truth "the mobilised heart and spirit of the whole American people," has shown itself equal to any call, ready to respond to any emergency.

The American Red Cross has become not so much an organisation as a great movement, seeking to embody in organised form the spirit of service, the spirit of sacrifice—in short, all that is best and highest in the ideals and aspirations of our country.

Indeed we cannot but believe that this wonderful spirit which service in and for the Red Cross has evoked in the war, is destined to become in our national life an element of permanent valve.

It is the hope that this Christmas Membership Roll Call shall constitute a reconsecration of the whole American people, an inspirating reassertion to mankind that in this hour of world tragedy, not to conquer but to serve is America's supreme aim.

The strength of

"KING GEORGE IV"

Scotch Whisky

is the same as it was in pre-war days

BUT —

as distilling in Scotland

has been prohibited,

it is *three years older*

by having aged in wood.

"KING GEORGE IV"

SCOTCH WHISKY

Same strength

but older!

To be had everywhere good drinks are sold

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SULLIVAN'S FINE CANDIES

Get wise! Buy your candies direct from the man who makes them. Fresh made each day.

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C. M. COMPANY'S OFFICE IN WENCHOW WRECKED

Trouble Is Outgrowth Of Sinking Of Poochi Last Year

The Wenchow office of the China Merchants' Steam Navagition Co. was wrecked, Mr. Hsu Han-ching, the son of the late Mr. Hsu Ting-chiao, the Poochi victim, was shot and killed and several others were injured Friday following a fracas between members of the company and the family of the victims of the sinking of the Poochi. The riot was precipitated as a result of the reluctance on the part of the company to satisfy the wishes of the Wenchow people, especially the victims residing there.

It will be remembered that in the sinking of the Poochi last year following a collision with the Heintung several hundred were drowned. One of the most prominent passengers on the steamer was Mr. Hsu Ting-chao, chief of the geographical department of the Chekiang Railway Administration. His sons have been agitating since then for proper relief and for the improvement of the service between Wenchow and Shanghai.

On Friday the crisis came when Mr. Hsu Han-ching attempted to commandeer the Kwangchi, a China Merchants' steamer which was then anchored in Wenchow. Shots were fired and Mr. Hsu was killed instantly. Several other shots were fired and a number of others were wounded. A riot ensued and the local office was demolished.

A meeting was called yesterday at the Shanghai office and a representative will be sent from here for investigation.

JAPANESE COMMERCE SHOWS HEAVY DECLINE

Tokio, December 14.—Foreign commerce for the first ten days of this month is announced by the Finance Department to be very poor and unfavorable. Both imports and exports are on the decline; among the list of declines being mentioned many important articles, such as raw silk, cotton yarn, oil cakes and raw cotton.

The value of all exports is placed by the official report at Y.61,256,000. This is a gain of Y.2,148,000 compared with the corresponding period of last year, but as compared with the preceding ten days it is a decline of 12 percent. The cause for this poor result, as the official report points out, is that during the past ten days habutai and copper have been shipped more actively, but in raw silk, waste silk, cotton yarn and other goods there has been a more or less heavy decrease.

Imports are valued of Y.46,942,000, which figure is a decline of 7.7 percent as compared with the preceding ten days, although in comparison with the corresponding period of last year there is a gain of Y.9,536,000. The cause for this poor showing is to be found in the declining arrival of raw cotton, oil cakes and other important articles. Iron and sugar scored a more or less good increase, it is officially stated.

Under these conditions the balance of trade is again in favor of exports. However, the amount of the balance is smaller than at the same date of last year, being Y.14,315,000 against Y.21,702,000. During the ten days, gold was exported to the amount of Y.14,000.

Yokohama's foreign commerce during the same period was also poor and adverse. Exports were Y.24,351,985, which was a decrease of Y.3,748,402 from the preceding ten days. Imports are estimated at Y.17,054,011, which figure is an increase of Y.3,954,383 on the preceding ten days.

In exports only a few articles scored gains, most important lines showing a decline. Raw silk has come down from Y.11,771,940 for the preceding ten days to Y.8,957,384. Compared with the same time last year the decrease is even larger, namely, Y.5,114,056. Habutai, on the other hand, has increased from Y.1,187,251 to Y2,355,460. In imports, raw cotton has seen a big gain together with many other goods.

PUSH REFORM IN SWEDEN

Parliament To Have Control Of Foreign Policy

Stockholm, Thursday, November 14.—The Swedish Goverment has decided to carry out without delay a program of reforms giving the franchise to both sexes on equal terms, and placing control of the foreign policy, as well as declarations of war and peace, with the Riksdag.

Woman Bank President Pays Visit To Shanghai

Miss Kate Gleason, With Unique Business History, Looking Over Conditions In Far East

The first woman to become president of a National bank in the United States and the only woman member of the American Institute of Mechanical Engineers, elected to the society by 8,000 men; Miss Kate Gleason, who has been in Shanghai the past week, left yesterday afternoon on the Fushimi Maru for the United States. Miss Gleason came here from Vladivostok and Peking after a trip through Japan. She has been making a survey of business conditions for her firm, the Gleason Works of Rochester, New York, manufacturers of the Gleason bevel gear planer. Miss Gleason is believed to be the first American woman to come to the Far East as a machinery salesman.

She has had an unusual career. When but 11 years old, she entered the factory founded by her father in 1874. She thoroughly learned the business, the only one of its kind in America; worked at the benches with the men machinists, looked after the payrolls and handled the bookkeeping until the Company, the only concern making planers to cut gear teeth, grew to 125 men. Today the company employs 1,500 men and 500 women in the machine shop and 200 girls in the office and send machines to all parts of the world.

Miss Gleason graduated as a mechanical engineer from Cornell University in the class of 1889. She was the only girl to receive an M. E. degree in the class which numbered among its members Mr. John W. Mott of War Work fame and President Menocal of Cuba.

While at college she was a splendid athlete and held the girls' record for the high jump. She took several honor prizes as an engineering student. Her gymnasium teacher in college is now Mrs. Charles E. Hughes, wife of the man beaten by Woodrow Wilson in the last presidential election.

Miss Gleason returned to the Rochester factory after receiving her technical education, started its reorganisation and then attempted to extend the business to Europe. As the first American girl to cross the Atlantic as a machinery saleswoman, she went to France and England in 1894, establishing agencies that have since realised millions of dollars for the Gleason Works.

In 1914 she acted as receiver for a big machinery concern in Rochester that went into bankruptcy, again the "first woman" to hold such a position. Experts figured that the firm would pay ten cents on the dollar. Some of Miss Gleason's enthusiastic boosters placed wagers that she could reorganise the plant so that at least twenty five cents would be realised on the dollar. At the end of a year and a half, Miss Gleason turned the machine shop over to its creditors after paying all debts. In 1916 the profits were $500,000.

Miss Gleason is now the vice-president of the Gleason Works. Her father, William Gleason, the founder, is still the active head of the business despite his 81 years.

Mr. Gleason came to the United States from Ireland, starting as a blacksmith's helper. He could neither read nor write and attended night school until he was 26 years old.

"He is some boy yet," Miss Gleason told a CHINA PRESS reporter at the Astor House yesterday. "Married three times, the last time when he was 75 years old—and he and mother, who is but five years younger, still hold hands." Mr. Gleason was given the place of honor in the Fourth Liberty Loan parade at Rochester, marched the entire length of the parade, which required seven hours to pass the reviewing stand, and insistently refused the many chairs that were offered him as the parade stopped at various points along the line of march.

Eleanor Gleason, a sister, is in France with the Young Women's Christian Association. She enlisted a month after war was declared, left her position as buyer of technical books for the United States Marine Corps and went across to work in a canteen.

How the women of the United States have responded to the industrial need when men were called to war was graphically described to the reporter by Miss Gleason.

"There are 8,000 girls in the factories of the Union Metallic Cartridge Company and more in the various plants of the General Electric Company; and some of them are earning between $25 and $40 a week," she said.

Miss Gleason believes that girls will stay in men's work "but it won't make any difference," she quickly added, "as the more money the girls earn, the more they will spend on chiffon, and thus there will be more labor in the end for the men."

"The American woman has proved her worth in peace and war," said Miss Gleason. "The Germans thought all Yankees were 'slacks' because the majority of school teachers in the United States were women but they had a shock at Chateau-Thierry and several since then. When they learn how American girls have deserted housekeeping for munition factories, when they read the details of the work done by American women in all phases of war work, the Germans will be shocked again," Miss Gleason added.

Girls are selected for shops and factories through their family connections, Miss Gleason told the reporter. "If a girl's father is a mechanic, the girl is immediately given a chance in the machine shop," she said, "and she usually makes good."

Miss Gleason is not married. She admitted it and went a step further. "I'm 42 years old," she said, "and when I get the right man I will be glad that I waited; if I don't get the right one, I won't have to suffer so long."

Shanghai College Notes

Pastor Tsa Shih-ts, of the Moore Memorial Church, Shanghai, has been conducting a series of evangelistic meetings at the College from Thursday to Sunday inclusive.

* * *

The Intercollegiate Oratorial Contest is engaging the attention of a number of students at the present time. Recently the two orators, Shen Li-shan and Sih Ching-seng, who will represent the College at the Intercollegiate Oratorial Contest under the auspices of the Kiangsu Educational Association, were appointed.

* * *

At a recent meeting of the newly organised Gamma Alpha (Social Science) a paper was read by Mr. Dai Gwan-lh (College 1919) on "The Attitude of the Chinese to Wine Drinking in the Chow Dynasty."

* * *

In connection with the preparations for the Mid-Winter Exercises on January 11 next, a new play is being prepared and rehearsed by the students under the direction of Mr. Yeh En-tsuen. The title of the play is "William the Second" the Kaiser.

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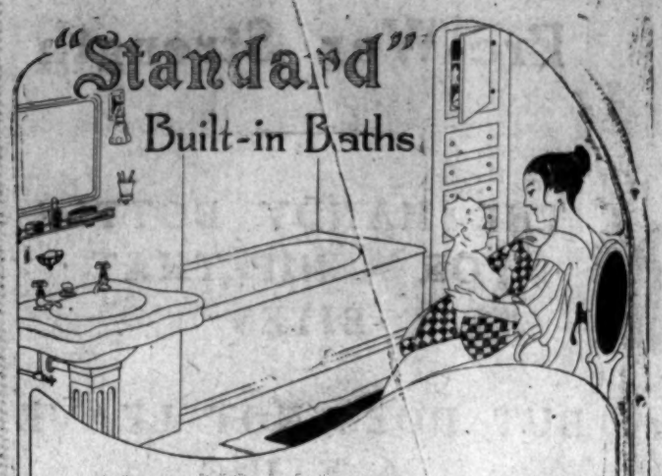

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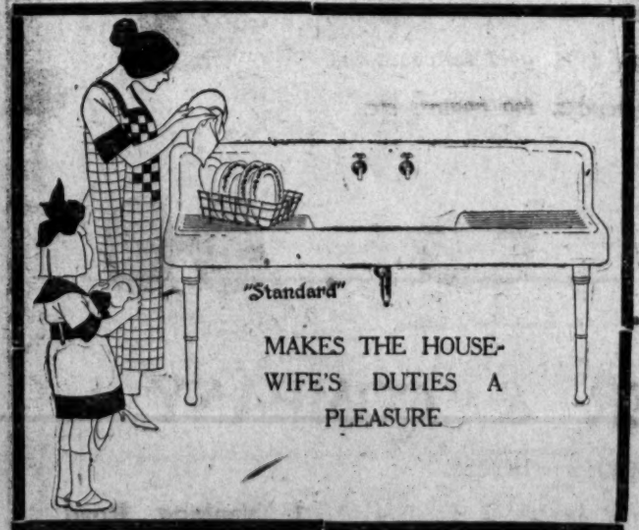

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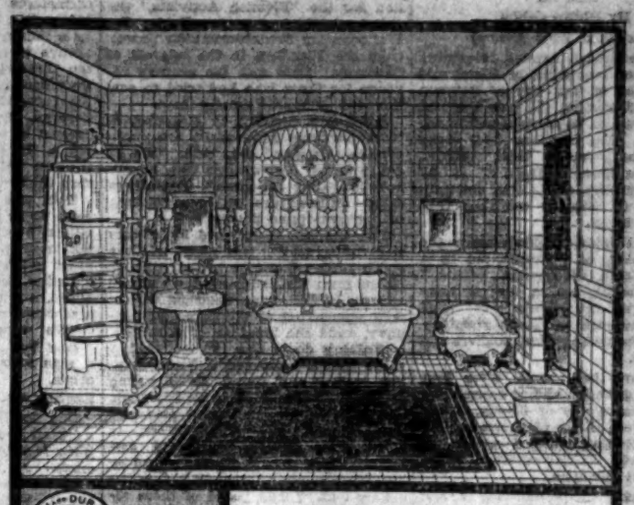

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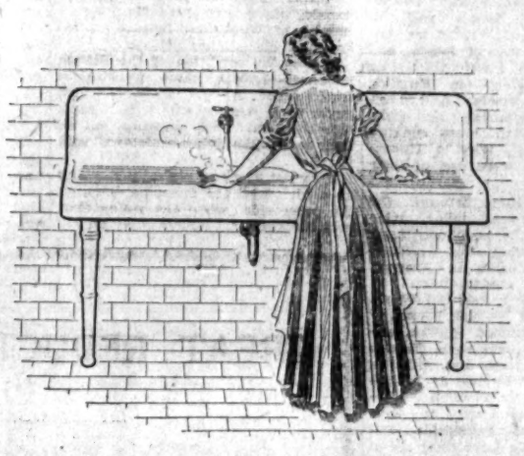

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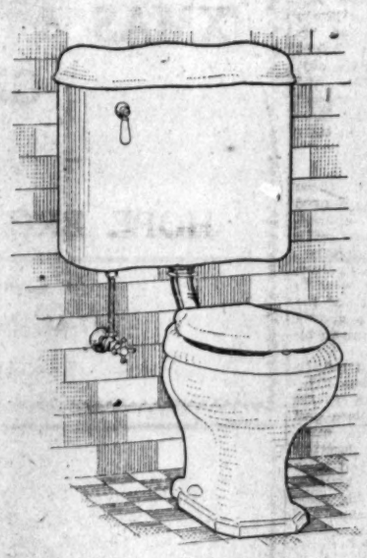

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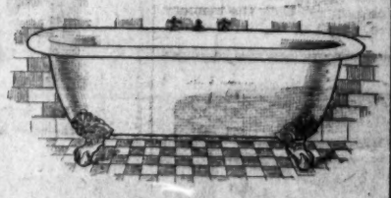

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HOW GHENT BURGHERS HAILED LIBERATORS

Small Detachment Of Belgian Soldiers First To Receive Their Frenzied Greeting

FRENCH SHARE WELCOME

'Marseillaise' Alternates With 'God Save The King' In Honor Of The English

By Philip Gibbs
(*The New York Times*)

With the British Armies, November 19.—I passed last night in Ghent and saw the joy of this city of Belgium after its liberation. It was the last Belgian town to be rescued before the armistice. The Germans had clung to it as the pivot of their retreat, holding the canal in front of it by machine-gun fire, and it was not until 2 o'clock on Monday morning that they went away.

Twelve Belgian soldiers were the first to enter, at 7 o'clock, led by a young Belgian Lieutenant, whom I met last night, and a few minutes afterward all the streets were filled with the citizens of Ghent shouting, cheering, embracing these soldiers and each other.

The enemy had gone after four years of oppression and as dawn came it rose upon a day of liberty. Bells rang out from all the churches as they are now ringing while I write, and from the old belfries of Ghent there were joyful carillons.

The Belgian troops marched in, and their artillery passed through, and the people covered them with flags, and the music of their bands was overwhelmed by shouts of "Vive le Belgique."

It was beyond the British sphere of action, and yesterday when I went into Ghent with two other men the sight of our uniforms aroused new enthusiasm, and crowds surrounded us with outstretched hands and words of thanks to England. It was astonishing how many people spoke English in those crowds of men and women who pressed close to tell of things they had suffered and again, as always in these captured cities, of the awful misery of British prisoners.

Greeted With English Songs

This welcome was almost embarrassing. In cafes people rose to cheer, with cries of "Vivent les Anglais," and clappings of hands, and in one place where I went they sang "God Save the King" in English, knowing all the words. And down many streets Belgian boys and girls, dancing arm in arm, were singing "It's a Long, Long Way to Tipperary," as though it were one of their own folk songs.

French lorries came through the city laden with young poilus under their Tricolor, and the people of Ghent gave them an enthusiastic welcome, and the shout of "Vive la France" traveled down the streets.

Darkness came into this Old World town, with its tall Flemish houses of red brick and stepped gables, unchanged in many parts since Charles II. was in exile here, and with its Hotel de Ville and Palaise de Justice richly sculptured by Flemish craftsmen who were great artists, and with its churches and cathedrals and belfries, whose bells have rung above the city through many centuries of joy and woe—darkness came, but not in the hearts of the people nor in their windows. For the first time in five Winters of war they lighted their lamps with open shutters, and from many windows there streamed out bright beams which lured one like a moth to candlelight because of its sign of peace. There were bright stars and a crescent moon in the sky, silvering the Flemish gables and frontages between black shadows and making patterns of lace in the Place d'Armes below the trees with their Autumn foliage.

Dancing In Moonlit Streets

In these lights and in these shadows the people of Ghent danced and sang until midnight chimed. They danced in baker's dozens, with linked arms, men and girls together, singing in deep voices and high voices, all mingling, so that when I went to my bedroom and looked out of the casement window it rose in a chorus from all 'over the city, like music by Debussy.

One song came as a constant refrain between all the others. It was "The Marseillaise." They sang it in crowds and in small groups of soldiers and students, and I followed one man, who walked alone down a deserted avenue and who as he walked sang the song of liberty to himself, brandishing his stick, while his voice rang out with a kind of ecstacy and passion: "Allons, enfants de la patrie! Le jour de gloire est arrive!"

There is something in "The Marseillaise" which strikes the chords of men's hearts with a deep vibration; and as I heard this lonely man singing it through Ghent, and the chorus of it in all parts of the city, I thought of those days of revolution in France, when it was sung in the light of burning chateaus.

There were scenes in Ghent last night which brought back the memory of that time. Late at night there was a red glare of fire above the spires and belfries, and I walked toward it and heard the roar of many voices, and then came into the square, where the light of high flames was flung upon old houses and upon the figures of many people. There was a house there called the Hotel of the Half Moon. Its windows had been heaved out, and inside it Belgian soldiers and citizens were flinging out tables, chairs, planks, and wainscoting to feed the bonfire below, and every time the flames licked up to this new fuel there were shouts from the crowd.

Bonfire Of 'Activist' Furniture

I asked what it meant and was told that this house had been used as the headquarters of the German organisation for the "Flemish Activists," the object of which was to divide the Walloons, or French-speaking people, from the Flemings in the interest of Germany. This was the people's revenge for those who had tried to sow the seeds of hatred among them.

Some men standing by disapproved. "The Germans have made too many fires in this war," they said. "We do not want to destroy our own houses now that they are gone." But others said: "It is natural in the excitement of our new-found liberty."

The German clubs used by officers were being sacked last night, and the shops where Germans had sold goods stolen from the Belgians, their cigars and their wine, were smashed with a wild splintering of shutters and windows, amid the laughter of the mob.

Walking down one street before those scenes happened, I heard English voices and found three young soldiers—an Englishman, an Irishman, and a Scot—who had been prisoners in Germany and had escaped to Ghent after strange adventures and had him hidden in that city, helped by kind people, for a fortnight before the enemy fled. I had heard of them already from two women who had befriended them—Mrs. Pratt, who was called "the war mother" by the British prisoners in Ghent, and her daughter, who had taken great risks with laughing courage to help the men. She had carried on her work, knowing the penalty if discovered. She had been under grave suspicion by the German police, and had been put in prison for smuggling food to prisoners, and had suffered much hardship in crowded cells.

Tale Of Three British Prisoners

I talked with the three soldiers and they told me of their escape. They had been taken prisoners in Flanders—the Irishman at Dadizeele, the Scot and Englishman somewhere beyond Kemmel. They met in prison at Termonde, where they were kept with a number of French and Belgian prisoners, and some other British.

It was the condition of the British prisoners—1,600 of them, working at forced labor in this district—which made these men determine to escape. "Their bones were sticking out of their faces, like living skeletons," said the Scot.

They got away at night by climbing up a high wall and dropping down on the other side, when the young Scot hurt his knee and limped badly on his way. They were on a long avenue of trees and kept under cover of them, getting their direction by the North Star. They had to pass a German sentry who was marching up and down with a long pipe in his mouth, and dodged him by a stroke of luck.

They walked, mostly at night, sleeping during the day in barns and under hedges and begging for food at cottage doors, trusting to the sympathy of the Belgian peasants, which never failed them, though a score of times they narrowly escaped German soldiers who were all about those places.

Then they came to Ghent and were passed on by the good people to a little group of men and women who were organised to help men like themselves. For a fortnight they had hidden in a room divided from another by a sliding door. The Germans were always in and out of the house, and the three soldiers had a mirror over their door and could see who entered the outer room, so that if it were a German, they kept still as mice. But, dressed in civilian clothes, they went out in the streets among hundreds of German soldiers, and only once did they think they were lost.

This was when a German officer came up to ask them the way to some village outside of Ghent. They did not know its name, but one of them flung out his arm in the opposite direction, as though it were straight ahead, and the German officer nodded and went away.

"We were very lucky," said the young Scot, and he spoke gravely, as a man who had been through many perils.

English Girl Fed Prisoners

One English girl in Ghent did fine work all through these years in smuggling food to British and French prisoners. At first this was done on a raft, across the water outside the prison, which the prisoners used to draw up by a bit of string; but that was discovered, and afterward this young woman, Miss Ethel Raynes, and her friends used to throw parcels over the wall by stones and slings. It was risky work, this charity to starving men, and Miss Raynes, like Miss Pratt and others, was arrested and brought before a Judge.

He was sorry for her, she says, and expressed his regret at having to sentence her to a week's imprisonment, but she was sent to prison, all the same. In a narrow cell she was herded with women of bad character, eleven in one cell, so that they could hardly move, but by a subterfuge she was able to have food sent to her from the outside.

Well, all that is now in the past, and today in Ghent there are vast cheering crowds, and King Albert is making his triumphal entry into his city, and the sun is shining with a golden light upon all the old roofs of Ghent and upon the crowded balconies from which banners hang.

The King and Queen came riding in with the young Prince, escorted by Belgian, French, and British Generals, and as they came white flowers were thrown from all the balconies, and their petals fell about like confetti. They took up a position outside the old club in the Place d'Armes, and cheers swept round them in storms. Then there was a march past of Belgian troops, men who had fought on the Yser in the old bad days of mud and blood and those who, in the last days, had stormed their way through with guns and cavalry. They had flowers in their rifles and on their helmets and looked like veterans as they marched under their heavy packs.

The Queen of the Belgians wore a light habit with a little linen cap and was a simple figure. There next to her was the tall King, whose face has been bronzed and hardened by four years in the field with his men. It is a great day for Belgium, and the air is full of music and the gladness of a brave people whose courage has won through to victory.

LIBERIA WANTS PEACE VOICE

Stands For Self-Determination In Africa, Says Bishop Camphor

New York, Nov. 6.—Liberia expects a voice in the peace conference at the conclusion of the war and will stand for the right of self-determination for Africa. This is asserted by Bishop Alexander P. Camphor, head of the Methodist Episcopal Church in Liberia.

"We believe that the disposal of the African colonies should be decided by the natives themselves," said Bishop Camphor. "Liberian statesmen will probably ask that this principle be applied not only to former German colonies, but also to parts of Liberia which were ascribed by England and France. The sentiment toward these two countries, though not very cordial for a time, has decidedly improved since Liberia followed the United States into the war. It was a desire to stand by America in all things that promoted the declaration of war against Germany.

"Liberia has done her bit by sending hundreds of laborers into France. Since the republic has compulsory military training, these men are able to fight as well as work. The government also took over the German cable and wireless system and sent 200 German citizens to France for internment. These Germans controlled 75 percent of Liberia's commercial enterprises. Their holdings were sold at public auction."

The colored republic had a glimpse of real war last April when a German submarine sank the one vessel which constituted Liberia's navy and shelled Monrovia, the capital. The shelling, which followed a refusal on the part of the President to destroy the French cables and wireless apparatus, resulted in the killing of ten persons. The submarine was later reported to have been sunk by a British cruiser.

Clothes literally make the soldier in Liberia, according to Bishop Camphor. Unclad natives are ineligible for military service, but as soon as a man dons clothes he automatically becomes liable for army enrollment.

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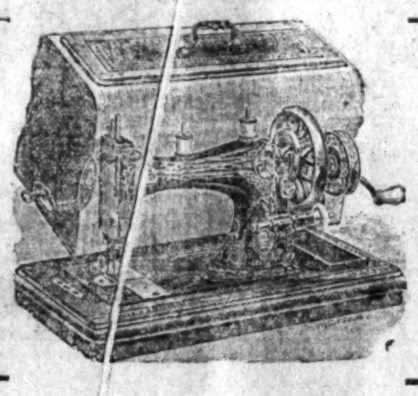

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RUSSO-SINO-AMERICAN COMPANY MERE DREAM

Rumors Of Corporation To Exploit Siberia Repudiated On Every Hand

(From Our Own Correspondent)

Peking, December 16.—Wide currency has been given to reports of the formation of a Russo-Sino-American corporation with a capital of thirty million dollars, to develop the resources of north Manchuria and Siberia. One report states that the promoters are "certain influential Chinese, American and Russian officials," with others, and it is very definitely indicated that the corporation is being formed and the capital subscribed with a definite anti-Japanese tendency and intention, in order to keep the door open for non-Japanese commercial and industrial activities in Manchuria and Siberia.

A canvass in the business circles of Peking, where the scheme is said to have originated, reveals the fact that practically nobody knows anything about it except that they have seen the newspaper reports about it. Responsible American business circles know nothing whatever of it, except that they have heard it mentioned in connection with the newspaper reports about it. Apparently the whole thing is a monument of constructive imagination erected on a foundation of highly diffused nebulosity.

Enquiry at the American Legation reveals the same general ignorance. Perhaps somebody once said that a Russo-Sino-American corporation to devote special attention to the possibilities of north Manchuria and Siberia would be a good idea; and on that foundation has been erected the figmentary superstructure to which newspaper reports have referred. The American Legation, moreover, was emphatic in repudiating the idea that it would in any way countenance an enterprise that, according to the reports that have appeared of it, is definitely formed for the purpose of blocking other people's business. The American business man is here for business pure and simple, and he is prepared to compete with all other nationalities to secure it; but the suggestion of special animosity towards any other nationality is altogether unwarranted, and it is a grotesque misconception of the mission of American diplomacy to depict it as lending any aid, comfort or encouragement whatever to schemes that are motived by special opposition to the lawful activities of the commercial and industrial enterprises of any other nationality. The Russo-Sino-American Corporation does not exist, it is not even in course of formation; and the implication that its commercial and economic activities would be largely in the nature of political and diplomatic mining and sapping is a gratuitous fatuity.

PEKING PARLIAMENT WILL BE DISSOLVED

Resignation Of Liang Shih-yi As Speaker Of Senate May Be First Step

(From Our Own Correspondent)

Peking, December 15.—In spite of some difficulties, the road to reconciliation seems to be smoothening out. Yesterday Mr. Liang Shih-yi resigned his office of Speaker of the Senate, and it is understood that this is the first step towards the ultimate dissolution of both Houses of the Peking Parliament, which will be followed by the dissolution, possibly the self-dissolution, of the Extraordinary Parliament in Canton; the processes being somewhat as follows:

It is understood that Mr. Liang Shih-yi's resignation will become effective at once, though he will not withdraw definitely from the Senate. In a day or two the nomination of Mr. Ch'ien Nung-hsun for the office of Prime Minister will be submitted to the Senate, and it is expected that the nomination will be approved as wholeheartedly as it has been done in the House of Representatives. Then Mr. Liang will instruct his party to refrain from attending the Senate, and thus it will be impossible to get a quorum, and no business can be done. In the meantime the Extraordinary Parliament in Canton is expected to elect Mr. Hsu Shih-chang President, and when this election has taken place Mr. Hsu will dissolve both Parliaments, probably simultaneously. This double dissolution will clear one of the main difficulties out of the way of the Peace Conference, wherever it may be held, and whatever it may be called.

There is reason to believe that these tentative arrangements have the consent of the Southern leaders. The general plan is one which is approved by a political club recently started in Tientsin of which ex-Presidents Li and Feng are leading members, to which Mr. Liang was elected a few days ago, and which has for one of its tenets and political aims the immediate dissolution of both parliaments. It is also believed that this club, which is exceedingly influentially backed, has for one of its aims the complete reconstruction of the two Houses, on an entirely different electoral base, so that the resulting body will be much smaller, and probably much more conservative than either of the two Parliaments that are shortly to be ushered into oblivion.

Whole Week Of Celebration Closes In Far Changsha

China Press Correspondence

Changsha, Hunan, December 13.—It is reported of the Pilgrim Fathers that when, in 1621, Governor Bradford proposed a Thanksgiving Day, they unanimously agreed that nothing short of a week would suffice; and that with their Indian friends they proceeded to give themselves up to a vigorous expression of their gratitude. Changsha has just come out from under the sway of the same spirit of celebration; and here, too, people of foreign races have joined with those of the soil in giving thanks for blessings received.

We heard the news on a Monday night, after the armistice was signed; had it confirmed on Tuesday; and started our celebrations on Wednesday! Several of the mission schools started the program of the week by giving a holiday on that day; and at the Yale-in-China chapel a mass meeting was held for the students of the academic department and the college of medicine, addressed by Rev. G. G. Warren of the Wesleyan Mission and by members of the College faculty. Probably for the first time in four years did the real significance of the Allied struggle become clear to many in the student body that listened to these addresses, dwelling as they did not so much on the overthrow of Germany as on the triumph of a principle. This was on Wednesday, and Peking had not yet telegraphed down any directions to the governmental leaders that there was to be official celebration on a large scale.

Word came, however, to the Consuls from the Legations and an Allied service of Thanksgiving was set for Friday. There was stirring in the yamen, too, and Governor Chang Ching-yao, who has seldom left the interior of his well-walled enclosure since he reached Changsha last April, was actually persuaded to attend. The whole line of his trip was closely guarded with soldiers of the 7th Division, with fixed bayonets constantly ready for action, quite as if there was fear the procession might give opportunity for something more than thanks for victory. Again Mr. Warren was the orator and again his message was not so much one of elation over the downfall of a military enemy as one of gratitude for the constant leading of Almighty God and for the share taken in bringing victory, by each of the Allied nations. The entire service was in English and Governor Chang and his escort of some fifty or more armed troops were undoubtedly bored to have to stay it though. But he gave no external sign of discomfort till the benediction was pronounced, when, those who sat along the center aisle swear, he almost ran in his haste to gain the door. His thanksgiving, as he hurried along the street in his official sedan chair, and finally when he got back into the yamen, must have been for safety through the experiences of his own half day.

But the week was still young! In fact it was Sunday before word was generally passed around that there was to be universal celebration throughout the city. Everybody was to have a part. Monday started off with feasts given here and there by Chinese bodies to foreign guests; Tuesday and Wednesday other minor celebrations occurred; but the great events of the week, as elsewhere in China, were scheduled for Thursday, the American Thanksgiving Day. In the forenoon of that day, Consul Perkins read President Wilson's Thanksgiving Day proclamation and Rev. Walworth Tyng, of the American Church Mission, preached the sermon at the regular American Thanksgiving service in the Yale-in-China chapel; and from there many hastened to the hall of the Educational Association within the city where the Governor personally welcomed the foreign guests and where the officially planned program was carried out. In the gallery the Military Band played Sousa's and other martial airs with a degree of unity and incisiveness that was most refreshing; while on the main floor Chinese and foreign guests bowed, first to the Allied flags, then to the Governor, and finally to each other, taking their positions on this side of the hall and that, at the direction of a master of ceremonies, as one might imagine occurring in the formal dances of an early Victorian gathering. The Governor, in a short speech, referred to the part China had tried to take by sending labor battalions to France; and a brief response was made by Mr. Yagi, of Japan, the senior consul in the city. After more bows and an abundance of refreshments this part of the program was ended; and the program of the afternoon, the school celebration, began. From all the schools of the city they came; stalwart young men from the normal schools and colleges, girls with the uniforms of many institutions, and little toddling primary scholars from every district school.

It was a memorable procession! Winding through the streets and along the bund for three miles and more, requiring an hour and forty minutes to pass a given point, every scholar bearing a silk lantern, and each school with its own flags and with banners inscribed with a legend telling of "The Triumph of Righteousness," or with a message of congratulation to the Allied Nations for their victory. Changsha had an object lesson such as the adults of today have never had given them before, and such as the children who marched that day will never forget. Each group was brought inside the Educational Association's hall, and after it had bowed to the Allied flags, was led out, and given its definite place in the line of march. The British Consulate was across the river; that was too much of a trip for even an officially ordered procession; but the whole line marched through the front gateways of the Governor's yamen and out past the Japanese and American Consulates on the bund and then back through the city to the starting point, the entire parade taking four hours. Every Allied onlooker rejoiced that the message of the day was so clearly emphasised in the inscriptions on the public gathering place: "The Seas Rejoice Together"—"The World Enters upon Exalted Peace" and other tributes of a literary character. Nor was one day enough for the processions of the schools. On Friday not a few schools came and repeated the ceremonies of the day before and carried out a shorter parade.

On Friday, too, the Chamber of Commerce was at home to Chinese and Allied friends, the Governor being the chief guest of honor at a public banquet. And on Friday night, Wah Chang and Company, the great antimony smelting firm, entertained a large party of foreigners within their great guest hall, while the crowds on the streets stood for hours before a massive illuminated electric sign, bearing the single word "Victory."

Whether any military governor fully appreciates what the downfall of militarism in Europe means for him is a question. The people are beginning to see a great light. The students of Changsha have been told in a way they will not forget. In their hands is the future of China.

BROOKLYN'S DEAD NOW NUMBER NINE

Three More Of Explosion Victims Died At Yokohama Hospital

Tokio, December 14.—The toll of lives lost in the explosion on the U.S.S. Brooklyn, Monday, has now increased to nine, three of whom died yesterday. They were James A. Anderson, fireman, 3rd class; Leonard C. Carter, fireman, 3rd class and John S. Parkes, fireman, 1st class. Four others are very badly burned, and it is expected that two, at least, of these cannot live longer than tonight.

Of the remaining victims, it is difficult to say much of their condition, since they are all suffering more or less from the gas fumes, which often in cases of this kind, when the injuries caused by the burns are not necessarily fatal, cause death as late as two weeks after the accident.

As several of the rooms at the Naval Hospital had been given up to the work of the Red Cross, there was not room enough for all the cases, and 14 were sent to the General Hospital, where Dr. Dunn, the physician in charge, and his assistants Drs. Parravicini and Davis, have remained night and day, not leaving the hospital a minute since the sufferers were brought in. At the Naval Hospital are Dr. Fauntleroy and Dr. Hoagland, who have been kept too busy for more than a few hours of sleep since Monday afternoon.

It would seem that the explosion caught some of the finest men physically in the Navy, for every man was a Triton in perfect physical condition. The burns are more extensive than deep, and there is not much suffering. Most of the men are resting quietly, although swathed in bandages soaked in ointments and oil.

Two Chinese are among the injured, one of whom is only slightly burned.

A court of inquiry has been investigating the cause of the disaster, which is, however, not yet determined. The consensus of opinion seems to be that it was caused by spontaneous combustion. The men, themselves, can give little information, for all they know is that they were going about their ordinary work and suddenly were blown up.

"It was like a convoy of wounded from the front," said the head nurse at the General Hospital, "when the line of automobiles came slowly up the hill, each bearing a stretcher on its top."

The Colonial nurses who are stationed in Yokohama, immediately offered their services and have been on duty at the General Hospital. The staff of this hospital has also been augmented by two American nurses from the Naval Hospital.

The date of the sailing of the Brooklyn has been indefinitely postponed, due to the accident.

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DEPEW CALLS FOR JUSTICE IN PEACE

Germany, Says Ex-Senator, Must Be Saved From Anarchy

KAISER AS HE KNEW HIM

Tells How He First Met Him With His Emperor Grandfather In The Tyrol

New York, November 17.—The Governor of the Lawyers Club, 115 Broadway, entertained at luncheon yesterday T. G. Masaryk, President-elect of the newly created Czecho-Slovak Republic; Professor Herbert Adolphus Miller, Chairman of the Mid-European Union; United States Senator Gilbert M. Hitchcock, Chairman of the Senate Committee on Foreign Relations, and ex-United States Senator Chauncey M. Depew, the last named receiving a life membership in the club. President Masaryk talked of the problems that confront the new nation of which he is the head. Professor Miller told in brief the story of the oppressed—now free—people of Bohemia, Poland, Rumania, Servia, and the Slavic provinces of what was once Austria-Hungary, while Senator Hitchcock based his speech on the great reconstruction problems which now concern the United States, at home as well as in Europe.

Senator Depew, on the other hand, after referring to the fact that he was 85 years old and that his public career goes back sixty-three years, told of his thirty years' acquaintanceship with William Hohenzollern, who, up to a week ago, was Wilhelm II. of Germany. After paying a tribute to the Czecho-Slovaks and the other guests of honor, Senator Depew talked about the recent Kaiser.

"There comes to my mind," said Senator Depew, "a recollection just now personal to myself which might be appropriate to the occasion. Thirty years ago I was at a hotel at Salzburg in the Tyrol. The ladies will remember Salzburg as the place where a Salzburgian had seven wives. The secret of how he managed to be so lucky was revealed by the eighth, who escaped and told the story. It seems that after he got tired and wanted a new one, he tied his wife to a bedpost and tickled her feet until she died of convulsions, and then, after the eighth revealed what was the matter, they executed him and buried him alongside of the seven, so their spirits could comfort him. I visited them.

"One day it was announced with great excitement in the hotel that the old German Emperor was approaching. Soon he came in accompanied by his staff and the recent Emperor, then a young man. The old man was feeble, but when he saw the crowd he braced up like a grenadier and followed that old iron bedstead which he always carried with him upstairs. The next day the major domo of the party, with that knowledge of secret service which is so peculiarly German, knew everybody in the hotel, and he came to me and knew all about me, as much as I did about myself, and he said: 'The old gentleman is in a very bad way and we are in trouble.' And then I had an opportunity of talking to the staff and of seeing the young man.

Greeted By The Emperor

"Two days afterward the major domo came to me and said: 'The Emperor is leaving today. There are 200 English in this hotel and they are all on the upper landing; each one has a bouquet and a spokesman with an address waiting for him to come down so they can greet him.'

"I may say there was only one other American family in this hotel besides myself, and we sent the old gentleman a bouquet the day he arrived and I wrote a little address to him. He said he was very much pleased with the present. He was also very much pleased with that address, and if I would be with my little party at the foot of the lift he would there greet us. So at the foot of the lift stood the other family and my family.

"The Emperor was most cordial. The young man, his grandson, spoke English perfectly. I had a pleasant conversation with and formed a high idea of his ability, and then they went off. In half an hour afterward the waiting English with their bouquets discovered they were gone.

"Now the position of this young man at the time seemed very hopeless. His grandfather seemed likely to live for many a year; his father was in middle life and likely to live as long as his grandfather, and yet in six months from that time the grandfather died, the son came to the throne, and in three months he died, and within nine months from that time that young man was the German Emeperor.

"Two years afterward I was in London, where I was to dine with Mr. Gladstone. As I went in I found my friend, the host, in a high state of excitement, and he said: 'In Punch today is one of the most extraordinary cartoons that has ever appeared in that paper. I have been down and bought the original sketch,' and he had it hanging in his library, though it was surrounded with priceless works of art. It was the 'Dropping of the Pilot.' There was a picture of a great German ship, and leaning smiling and confident over the rail was the youthful face of the German Emperor, and down at the bottom of the steps just going into the boat was the discarded pilot, Bismarck. And the English statesman said: 'In that picture there may be more of history and peril to Europe than anything that has occurred in this generation.'

"The next time I saw the Kaiser was ten years afterward at the Diamond Jubilee of Queen Victoria. From all the seven seas had been gathered the vast fleet of that Island Empire, to greet their Empress, the Queen, on the sixtieth anniversary of her reign. Suddenly there appeared among them a fleet of German vessels and everybody was alarmed. It was the German Emperor who at that time was arousing the curiosity and the apprehensions of Europe. With the Prince of Wales he visited the ship where I was. The Prince of Wales was always most affable, polite, and cordial.

"The Kaiser was very quiet until the Captain of our ship said: 'I have here, your Majesty, a new gun just invented, a rapid firing gun.' In an instant the whole manner of the Emperor changed. He was all over that gun; he examined every part of it, and then gave orders that it be purchased.

The Day Of War At Last

"A few years afterward I was in Paris. The Emperor had demanded Morocco and had made other demands which have led to war. He demanded the dismissal of the French Foreign Secretary of State, something never known before; then he demanded that he should have his hands free to crush France. That was stopped by the emphatic 'No' of his grandmother, Queen Victoria. But from that time the French people have looked with apprehension across the Rhine. There has never been a moment when there was not a threat, when there was not almost a movement to cross that Rhine and crush out France.

"Finally that day came. We have seen it all; we have been with the French heart and soul; we have seen how wonderful was their spirit, men, women, and children, and on this very day Foch, the great commander, enters Metz, which was the seal of the surrender of France in 1871. My friends, when I think of the Emperor and what he was, and what he had and what he might have been, when he had almost made an economic conquest of the whole world and then started for physical conquest, and then lost it all, and where he is now, it seems below the dignity of the occasion, but really it seems to inspire a limerick that I heard many years ago.

Little Willie from the mirror
Licked the mercury all off,
Thinking in his childish error
It would cure his head and cough.
At the funeral, then, his mother
Sadly said to Mrs. Brown:
"It was a cold day for Willie
When the mercury went down."

"Well, my friends, in judging the Emperor—and we are judging him now very well all over the world—we must remember that when he entered into this war every military man in the German army was for it and the General Staff was threatening him if he did not do it. We must remember that every professor in the German university was for it. We must remember that every preacher in the German pulpit was for it, and we must remember that every man, woman, and child in Germany was for it.

"All sorts of punishments are predicted, promised, offered, or suggested. But, my friends, physical punishments amount to nothing. Revillac was a victim of Henry IV. On the third day of his torture he commenced to laugh, and his torturer said, 'What are you laughing at?' He replied, 'You have destroyed sensation; I don't feel you any more.'

Risked All And Lost

"But the agony of the mind never dies. The Kaiser had six hundred years of an ancestry that he worshipped; six hundred years of the greatest inheritance that ever came to a human being. Like a gambler it was risked on the throw of a die, and he lost, and for the rest of his life, if he lives ever so long, he lives amidst sorrow, regret, and bitterness, deserted by the Kings whom he has hurled from their thrones, cursed by the people who have suffered so much, and cursed by his own people. Why? Because he did not win and bring them the loot which they hoped to share.

"My friends, let us be just. Let us be merciful, but let us help to keep off the dark cloud of anarchy until Germany can be so reconstructed, throwing in the background the debt she owes for this war. She can create a debt which will repay the sufferings from her horrors.

"I remember the day on which it was flashed through the country that Lee had surrendered at Appomattox to Grant. There was wild joy, but with it was the feeling that it was brothers differing from us and fighting for a different ideal who had been whipped, and the rest of the world cared nothing about it, except to regret that the great American Republic, with its ideals, had not been destroyed. But today for the first time in all the world we see the ideal which Christ saw on the scaffold, of peace on earth and goodwill among men. Today, for the first time in 2,000 years, all the peoples of this earth are rejoicing because they are going to have the sentiments of the Cross and the realisation of the liberty of our Declaration of Independence."

John B. Stanchfield, who introduced John A. Stewart as the presiding officer, referred in the course of his short speech to the menace of anarchy and Bolshevism.

"There is but one cloud on the horizon," he said, "and that is the cloud of anarchy, and so let all who are members of this club consecrate our strength and energies to the destruction of that menace. In this country there cannot be and there must not be any place for the red flag."

FREEDOM ON WHEELS

Fascinating Story Of Belgian Newspaper That Can't Be Suppressed

Ransack the whole record of the "clandestine press" trying to serve liberty in an atmosphere of despotism, and you will find no better example of its elusiveness and vitality than the little sheet which, despite all efforts to suppress it, is still holding its own in war-devastated, tyrant-cursed Belgium. Free speech, whether of voice or pen, that country has never had since the coming of the usurper. Many of its newspapers have been suppressed outright; the rest, harassed by fines and prison sentences, live on today in a condition of unmitigated vassalage. But the people continue to find their "irregular" organ of opinion in the Liber Belgique, even though it is as much as the citizen's liberty is worth for him to be found reading a copy of that production.

Founded about three years ago, Free Belgium has already played an important part in keeping the home fires of patriotism aglow and in sending abroad news which the Hun censor has made taboo—the secret proceedings of the Germanised courts, cases of tyranny within prison walls and many poignant details of shootings and executions. Belgians gather privately all through the occupied territory to read the latest issue; the very officers, who scour the country to discover the culprits, receive the prohibited sheet; the German Governor General himself is honored regularly with free copies.

Where is the Liber Belgique published, how and where is it printed, who are the business manager, the editor and the contributors? The combined science, method, ingenuity and skill of the whole German forces of occupation have thus far failed to answer any one of these questions, and nothing better illustrates the futility of their campaign against the paper than the attempt which has just been made to strike terror into all who have written or are likely to write for it. Three men were arrested on an information charging one with being the manager of Liber Belgique, the other two with having supplied him with articles for publication. It took the military court three months to make up its mind, and its decision has committed all three accused to a German prison for long terms.

A Hague newspaper asserts that the punishment was meted out "on suspicion" only, there being no evidence to justify a conviction. The trial brought out a mass of other suspicions, but the judges gained no new information as to the Liber Belgique's printing office and had to fall back on "the popular belief that the newspaper is printed on an automobile, which moves from place to place." It was thus made evident that even in Belgium, under German rule, "the resource of civilisation are not yet exhausted."—*Boston Herald.*

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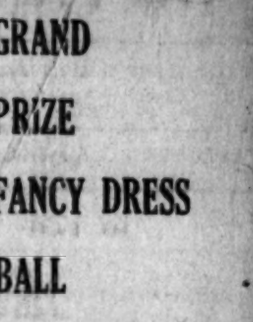

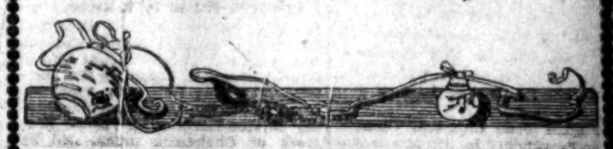

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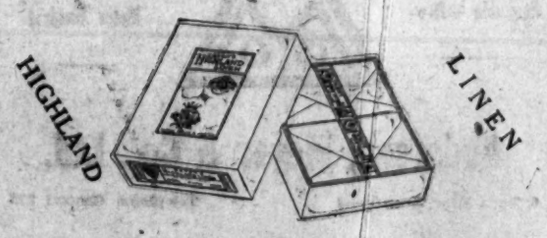

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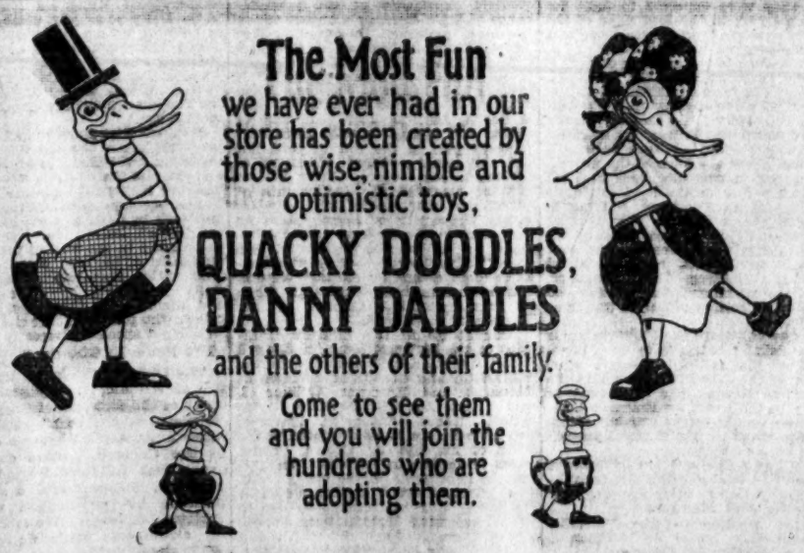
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DEATH NOTICE

MOOREHEAD:—At 37 Carter Road, Shanghai, on December 21st, 1918, Ida Anstrue Moorehead, widow of the late Theodore Moorehead, aged 64 years. Funeral service will take place at the Bubbling Well Cemetery at 3 p.m. today, December 22nd. 20608

Today's Church Services

Holy Trinity Cathedral.—Fourth Sunday in Advent. 8 a.m., Holy Communion (And at Bubbling Well Chapel). 9:30 a.m., Children's Service. 10:30 a.m. Mattins; Shaw in C.; Anthem "Rejoice in the Lord," Purcell; Hymns 2, 221, 53, Preacher: The Rev. C. J. F. Symons, M.A. 6 p.m., Evensong; Chants; Hymns 53, 156, 321, 316; preparation for Christmas Communion conducted by the Dean.

St. Andrew's Church, Broadway.—Fourth Sunday in Advent. 10:30 a.m., Mattins; Preacher: The Rev. W. Robbins. 6 p.m., Service of Carols.

St. John's Pro-Cathedral.—Jessfield. Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

Union Church.—Christmas Sunday, December 22, 11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject; "The Sun of righeousness"; Chant 136; Anthem "Arise, Shine," (Elvey); Hymns 88, 744, 84. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The music of Christmas;" Chant 115; Anthem "And the Glory," (Handel); Hymns 83, 743, 93, and Christmas Carols. The collection will be for the King's Daughters' Society and St. Luke's Hospital.

Shanghai Free Christian Church.—Today's services in the above will be conducted as follows: Morning 11 a.m., a special Christmas Service for Children, when a collection will be taken up in aid of Dr. Barnardo's Homes for Destitute Children. Evening 6 p.m. by Mr. Douglas Pike.

St. Joseph's Church.—Sunday, December 22, Masses at 6, 7, 8 and 10 a.m. At 10 a.m., High mass; sermon in English. At 4 p.m. Benediction of the Blessed Sacrament.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday service 11 a.m. Subject: "Is the Universe, including Man, Evolved by Atomic Force?" Sunday School 10 a.m. Wednesday Service 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at 21 Nanking Road.

American Song Service.—A special musical service will be given by the American Song Service today at the Palace Hotel at 5 o'clock. The chorus will sing the Christmas cantata: "The Story of Bethlehem," in addition to several solos and other musical numbers to be given.

The Rev. James B. Webster, Professor of Education and Religious Pedagogy, Shanghai Baptist College, will speak on "The Abundant Life in China," today, at 5 p.m. in the Martyrs' Memorial Hall, 120 Szechuen Road, under the auspices of the Sunday Service League. A special program of Christmas music will be given.

The Czecho-Slovak Story

Saviours Of The Eastern Front

By Florence Ayscough

(A lecture delivered before the B. W. W. A. last Friday)

LEGEND more than history has it that the Czechs, a Slavic tribe entered Bohemia in the 5th century and conquered the tribes settled there; the same legend relates that they took their name from their leader—Czech.

Little is known about them until the time of Charlemagne, when they resisted with fire and sword the Christianity thrust on them. Later they were converted by the Apostles Cyril and Methodius who invented a script and introduced a ritual in Slavonic form. Here we have the first instance of that very characteristic struggle for the use of their own language which is continued throughout the history of the Czechs. This Slavonic Ritual was denounced to the Pope by the Bishopric of Regensburg, Bavaria, as being contrary to the authority of the Holy See, and attempts were made even at this early date, to enforce the use of a Ritual in the German tongue. It is impossible within the limits of this article to give a history of Bohemia; all that can be done is to mention one or two of the national heroes, and call attention to a characteristic feature of this history which is its essential democracy.

"Even the earliest traditions show that long before the introduction of Christianity the Bohemian ideal of national life has been totally different from that of the surrounding nations. The poem of the 'Judgment of Libussa' which seems to embody the earliest picture of Bohemian life is no Iliad or Nibelungen Lied, no story of robber dens or rapes of the Sabines, but the representation of a peace loving nation trying to uphold traditions of communal ownership of land, under the gentle guidance of the wisest in judicial affairs modified by an organised expression of public opinion." (From "Bohemia," by Edmund Maurice.)

A Brave Race

A glance at a map will show how this little people with strong democratic ideas was placed between the devil and the deep sea. There were Germans to the north of them, Germans to the west, Germans and Magyars to the south. In the folk-tales which have come down Teuton-Hun and Magyar-Hun were their enemies, and in the historic period Teuton and Magyar have played the same role. Their lands have been invaded, conquered and oppressed. Their history is largely the struggle to gain their ancient rights from the Austro-Germans and the Magyars. They sought these rights by both peaceful and warlike means. After each struggle the history of their conquered land is the history of Belgium today. Nor did they only want liberty for themselves, they believed in it for others. The modern cry of "a people's right of self-determination" was raised in the Dark Ages by the greatest of Czech national Heroes, John Hus.

Glimpse Into The Past

John Hus lived 1369—1415, a couple of hundred years before Luther, and became deeply interested in, although he did not entirely subscribe to the teaching of the English reformer Wyclif.

Hus was the rector of the famous University of Prague, and preached constantly; in 1408 he came into conflict with the Roman Catholic Church, then at the height of its power. In 1409 an Inquisitor was commissioned to investigate the charges of heretical teaching brought against Hus who was finally excommunicated. Popular riots followed and in 1411 Prague was laid under a Papal interdict. At the request of the King of Bohemia Hus retired from the city and for the next few years spent his time in writing. In 1414 a Council was called at Constance before which he was summoned to have his case judged; he was provided with a "safe conduct" by the Emperor Sigismund of Germany and journeyed to the meeting place arriving there November 3. Three weeks later in violation of his safe-conduct he was thrown into prison, (this seems to have been an early example of the German feeling in regard to the value of "a scrap of paper"), where he lay until June of the next year and was then brought to trial.

He was accused of heretical teaching, and of having sowed among his countrymen national hatred of the Germans. He was not allowed to speak in self-defence but he did say in answer to the second charge: "I have affirmed and yet affirm that Bohemians should by right have the chief place in the offices of the Kingdom of Bohemia, even as they that are French born in the Kingdom of France, and the Germans in their own country, whereby the Bohemian might have the faculty to rule his own people, and the Germans bear rule over the Germans." They took him out and burned him at the stake.

People's Wrath

The news of the imprisonment and death of Hus roused popular feeling to the highest pitch of wrath and indignation, and there broke out the "Husite" wars which lasted 16 years, and which ended in making

(Continued on Page 14)

'Another Nero' @ Oscar II's Characterisation Of The Kaiser

(New York Times)

With the abdication of the Kaiser there passes from the stage of world power one of the most picturesque figures of the generation. Genius or paranoiac, the most hated ruler of modern times, whose hand signed the mobilisation order in August, 1914, that set the world at war and cost millions of lives, is now reduced to virtual impotence through the system of militarism of which he was the embodiment.

Whether Wilhelm II., who became German Emperor on June 15, 1888, was personally responsible for the political and diplomatic maneuverings that brought on the war, or whether, as has been asserted, his hand was forced by military and civil advisers or by circumstance, the world will continue to hold him responsible for the cataclysm set loose more than four years ago. The dream of world domination that possessed the Kaiser, the military caste, and the Junkers of Germany, the rattling of his saber and his insatiable desire to play a leading role in every big event of recent years in European history, in addition to his excessive laudation of the German military machine on every possible occasion, caused him to be known as the "war lord." Yet the Kaiser strove to have the world believe that he was a veritable prince of peace, magnanimous even to his enemies.

With the advent of the Great War, marked by the systematic and ruthless atrocities in Belgium, France, and Turkey with Zeppelins dropping death and destruction on defenseless towns, and submarines sinking ships on sight and shelling survivors in longboats, the name of the Kaiser will long be associated as the ruling cause. To millions he was Nero, Attila, and Genghis Khan rolled into one and in proof of this feeling is cited his reported adjuration to his Chinese Expeditionary Forces in 1900, as they were about to leave Germany.

"Be as terrible as Atilla's Huns," he is said to have declared, urging them to leave death and destruction in their wake, so that the name German might thereafter cause people to tremble.

Called 'Another Nero'

Shortly after his accession the Kaiser visited Oscar II, the King of Sweden, an enlightened ruler of the day. When he left the Chamberlain asked King Oscar what he thought of the new ruler of Germany. "He is another Nero," was the reply. Many incidents bore out this statement in subsequent years. To a mother whose nine sons had been killed in the war he sent a photograph of himself with frame and autographed signature. This incident was contrasted with the humane letter of President Lincoln to Mrs. Bixby, whose five sons were killed in the civil war.

That the Kaiser could have kept the peace has been asserted repeatedly within the last year by prominent Germans notably Prince Max Lichnowsky, whose memoirs caused a wave of fury to spread over the Junkers, and by Herr Muehlon, formerly an officeholder in the Krupp works, who voluntarily exiled himself to Switzerland so that he might recount the events that led up to the war and the participation in them by the Kaiser and the other leading men of Germany.

For more than three years the Kaiser in his public utterances spoke of "winning a victory over the enemy," but it was not until several months ago, on the thirtieth anniversary of his accession to the throne, that he threw off the mask of the lover of peace and declared that the war was a struggle between two different world conceptions: "either the German conception of the world, faith, liberty, honor and morality will triumph or else it will be the English concept with its worship of money that will conquer."

This speech caused a great furor in Germany, and the Frankfurter Zeitung said of it that had the Germans known what they were expected to fight for in such terms in the first year of the war "the people would have been rent asunder even on the first day."

A reference to the meeting of July 5, 1914, by Hugo Haase in the Reichstag last July led to the publication in the London Times of a story that the date was one on which the famous council met at which the Kaiser, his military, naval and civilian advisers were present and where the form of the ultimatum to Servia was discussed and the principal points outlined. The Kaiser shortly afterward left for Norway in order to throw dust in the eyes of France and Russia, and when it became known three weeks later that England would not remain neutral Bethmann Hollweg, the Chancellor, wished to withdraw, but it was too late, as the decision of July 5 was irrevocable.

For several years the Kaiser's words on the field of battle have been chronicled by his faithful Boswell, Karl Rosner of the Lokal Anzeiger, and the obsequious Rosner has attempted to picture to the world an Emperor bowed by the weight of the war but determined to stand by his "faithful people" to the hour of victory.

Short and inclined to stoutness, William was fond of being photographed in every posture and uniform.

As Mystic And Madman

In his preface to "Le Veritable Guillaum II." Henri de Noussanne, writes of the German Emperor:

"He is mentally deranged (un malade), and has never been anything but mentally deranged. What Germany needed was a serious, silent, trustworthy, and cautious ruler. Fate gave her a master who, or a certain occasion, had the whim to decorate his head with a pasteboard crown, in imitation of Charlemagne's, to take in his hands an orb and scepter—nothing but stage 'properties'—and thus, enveloped in the cloak of the Caesars, to have himself photographed."

This was written in 1904 when the world was looking on with good-natured toleration at the Emperor's excursions into the arts, sciences, and religion, and his ridiculous attempts to curry favor abroad, even in France. He sent plaster casts of Germanic sculpture to Harvard, had his yacht Meteor built here, and promoted the scheme for exchange professors. He was even anxious to send his second son, Prince Wilhelm Eitel-Frederich, to an American university.

About 1908 he suddenly discovered that the world did not take him seriously and conceived the idea that the world was against him and all German progress. He began, it is said, to have a tormenting fear lest his uncle, Edward VII of England, should enclose German in a ring of treaties. He had already tried in 1904-1907 to form an alliance with the Tsar which should make France, at least, neutral in the war he expected he must fight with Great Britain.

His famous interview published in the London Daily Telegraph of Oct. 28, 1908, while professing friendship for England, betrays the presence of these fears and hallucinations. Although the Reichstag and the popular press began to rebuke the public utterances of the Kaiser on his policies, the military group soon found inspiration in his melancholia and invented the toast of "Der Tag."

Sought Secress' Advice

From 1908 until the Agadir crisis in the Summer of 1911, when all that prevented Germany from striking England was the warning of the director of the Imperial Bank, and a prophecy, the Kaiser gave himself up to mysticism. He secretly sent agents, it is said, to consult Mmes. Conedlu, de Thebes, and Sybilla at Paris and spend many days over the famous "Prophecy of Strasburg," and that given his grandfather by a gipsy woman in 1849 which foretold the Franco-Prussian War, correctly prophesied Wilhelm I.'s rise to the Imperial title in 1871, and his death in 1888. The empire was to end in 1913. It is said that this last so affected the Kaiser that he implored each successive Chancellor to keep Germany from going to war until after 1913.

Early in the war Professor T. Claye Shaw of St. Bartholomew's Hospital, London, attempted to assemble in psychological order the characteristics of the Kaiser; he proved that rebuffed or rejected egotism naturally fell into melancholia after finding relief in mysticism until madness came or the effect of imitators and disciples produced further self-exaltation which carried the patient to well-ordered mono-ideism. He showed how all that kept the Kaiser from becoming palpably insane was the consciousness that many minds were working in unison with his own. Professor Shaw also wrote:

"The single line of idea thus created becomes in turn an all-compelling one; it allows no rest; it commandeers and fosters anything which tends to nourish it; and it rejects whatever might, as an alien, hinder its course and development."

As the Kaiser had become, so it was with the people of Germany, who imitated him and nourished his mono-ideism with their own.

"The German nation has for years devoted itself to the elaboration of the mono-ideism of war, of ruthless might, as a means of securing wealth and power. To that end all the accessories that go to make war successful have been invoked; the infusion of terror by murder and rapine, the desecration and demolition of all that was sacred and reverenced in religion and art and tradition.

"Nothing must be tolerated which stands in the way of success, gentle persuasion is a painful product; therefore it must go; non-combatants are possible enemies, therefore they must be got rid of. . . . So absolute must be the completion of the Kriegs-lust that the conquered nation must be blotted out and so crushed as to be incapable of rising again from its ashes."

Wilhelm II. stands out most prominently in the popular imagination as the principal exponent in recent years of the doctrine of divine right—the capacity of imparting an inspired message, not only to the legislative, judicial, and executive functions of Government, but also to theology, literature, and the fine arts—as the greatest expounder of the predominance of State discipline, and as one of the most dynamic, resourceful, but impatient personalities of his time.

Friedrich Wilhelm Victor Albert son of the then Crown Prince Frederick of Prussia and Victoria, Princess Royal of Great Britain and Ireland, was born in Berlin, Jan. 27, 1859. He was, of course, too young to take even perfunctory part in the war of 1870, but had the usual military education of a Hohenzollern Prince. From 1874 to 1877 he attended the gymnasium at Cassel, and later studied for two years at the University of Bonn. Here he took part in the student life and belonged to the Borussia Fraternity. His student days, however, were interrupted to some extent by military service, and he rose in rank until 1885, when he was appointed Colonel of the Hussars of the Guard.

Brought up in the military traditions of the Hohenzollerns, he showed from the first an inclination toward the militaristic and absolutist theories of Bismarck and Emperor William I. rather than the liberal views of his father. These tendencies, however, had little chance to be displayed in the years of his life as Crown Prince, when, according to Hohenzollern custom, he kept much in the background. The principal event of this period of his career was his marriage—also in accordance with Hohenzollern custom—to a Princess of a house with which his family had had political difficulties.

German Emperor In 1888

When the health of William I. began obviously to fail in 1887-1888 there was much speculation as to whether the Crown Prince Frederick, who was known to be afflicted with a disease of the throat which was already suspected to be incurable, would follow his father on the throne. According to Hohenzollern law, no one afflicted with a fatal disease can ascend the throne of Prussia, and there was much unfavorable comment when the English Empress-to-be secured the succession by the visit of Sir Morell Mackenzie, the English surgeon, who gave his opinion that the Crown Prince's ailment was not necessarily fatal. It so proved, however, the Emperor Frederick died after a reign of ninety-nine days, and William II. ascended the throne of Prussia and the German Empire on June 15, 1888.

Already the personal side of his character was fairly well fixed. He was distinguished by a keen interest in a wide variety of subjects with a smattering of all and thorough knowledge of very few; by a touch of the romantic which caused him to make a clandestine tour to Paris and mysterious visits to the dressing rooms of theaters and the opera; by a fondness for military honors and military life; a deep religious zeal, and considerable artistic enthusiasm. His English mother had done much to put the mark of her nation on him, as far as a Princess of the German-English royal family could do; his fluency in her language was such that it is said that he never knew whether he was speaking English or German, and his career was marked by many attempts to win English friendship.

These qualities were fairly evident at the time of his accession. His tendencies in public life, however, were not yet manifest, though there was significance in the fact that his first act, after ascending the throne, was an address to the army and navy, his second an address to the people. Bismarck was then Chancellor as he had been Chancellor ever since 1871; William I had sometimes been successful in cajoling him, Frederick III had had no opportunity to disagree with him. From the very first of the reign of William II, however, it became evident that he intended, to a considerable extent, to be his own Chancellor. From the ages of the two men, if for no other reason, it would have been impossible for him to handle the Iron Chancellor as William I would have managed him when he could manage him at all. With William II. it was necessary definitely to assert his supremacy in short order or to take second place. The quarrel which eventually led to the "dropping of the pilot" in 1890 was over a comparatively unimportant question of social reform; the break must have come soon in any event.

Leader Of Modern Germany

So, in 1890, at the age of 31, William II. was by far the most powerful individual in the German Empire. That empire had now passed through the first difficulties of the formative years after 1871; it had had time to shake down into solidity which gave reason for hope of permanence, and had definitely settled its position in foreign affairs as a member—the leading member—of one of the two alliances into which the Continent of Europe was divided. The Germany of Bismarck was outgrown; it was time for the appearance of a new Germany which should be not only the foremost military power of the Continent, but should grow in twenty years to such a position of commercial, industrial, and military strength that eventually most of the nations of Europe would unite against her. The development of this new Germany was the work of William II.—not his alone, but his more than that of any other one man. It was William II. who practically created the German navy. It was William II. who was foremost in the various adventures of German foreign policy looking toward the place in the sun. It was William II. who, with his innumerable photographs in uniform, his constant references to the mailed fist the shining armor, who typified in the popular mind, whether justly or not, the militarism of modern Germany.

Above all, it was William II, who, by his mystical development of the theory of the divine right of Kings, which has a certain place in the constitution of the Kingdom of Prussia, but not in that of the German Empire, summarised certain of the romantic-militarist ideals of modern Germany in his own person. Before his time the German Emperor had been little more than the hereditary President of the body of federated Princes; he made over the imperial office into something like that of the Holy Roman Emperors, or of the still earlier Emperors of Rome with the worship of whose guardian spirit was bound up that of the guardian spirit of the empire. In this capacity his own deeply religious temperament, which led him to refer to the Deity as an ally, came to his aid in building up his own character, perhaps not wholly intended, as the Lord's anointed; but it also furnished an opening for many caricatures of his attitude, of which that of H. G. Wells in "The War in the Air" is perhaps the most bitter.

His absolutist remarks and attitudes, however, often aroused not only antagonism, but ridicule in his own country. It was these which were in large measure responsible for the pamphlet comparing him with Caligula, which appeared in 1894; and the general dissatisfaction with his free-speaking culminated in the Fall of 1908, after a statement of his attitude toward England, which appeared in The London Daily Telegraph, by an explanation and apology by the Imperial Chancellor, who promised that the Emperor would not speak indiscreetly again.

"The Place In The Sun"

The story of the latter half of the life of William II. is practically the story of the struggle of Germany for "a place in the sun." There were many and serious domestic questions in the German Empire during the years that followed Bismarck's retirement, but they took a secondary position by comparison with the various phases of Weltpolitik and of armament made necessary by Weltpolitik. Moreover, the Emperor himself was more closely identified with his nation's external ventures.

The principal feature in this development was the growth of the German Navy, which up to 1895 was quite negligible. In that year the Emperor said publicly that Germany had become a world empire and must assume the responsibilities of such. With this remark began a program of increased naval expenditure and expansion, which was accelerated the next year by the famous telegram congratulating President Kruger of the Transvaal an the repulse of the Jameson raid. Whether this telegram was sent on the Emperor's own responsibility or with the approval of his Ministers, or was forged by a spy—all three theories have been advanced—it caused extreme indignation in Eng-

(Continued on Page 13)

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DON'T CRY OVER SPILT SOUP.
HE HAD HIS DERBY
THIS HEAD IS AS SOLID AS CONCRETE, AND AS LIGHT AS A FEATHER.
YOUNG NUISANCE" IS SORE BECAUSE HE DIDN'T SPILL THE SOUP HIMSELF.
DON'T YOU LOVE HIM?
HEY! SILLY, LOOK OUT FOR MY SUIT.
OOH GEE! I'M SCALDED.
HE'LL BE WORSE THAN THAT WHEN MOM GETS THROUGH WITH HIM.
HIS SUIT ME EYE! IT AINT PAID FOR YET.
I KNOW WE'LL NEVER GET THAT STAIN OUT OF THE TABLE CLOTH.
CALAMITY JANE
HE'S GOT BUTTER FINGERS!
"DEARIE" MADE THE SOUP, AND WAS ANXIOUS TO KNOW HOW "HON" WOULD LIKE IT.
BUT BY LIL' WILLIE SPILLING IT, HE SPOILED THE WHOLE PARADE. MAYBE HE DID SOME DOCTOR OUT OF A LOT OF BUSINESS. THAT'S EXCITING!
I'M GLAD I DIDN'T HAVE MY HAT ON MY CHAIR.
I WONDER IF HER HAT LOOKS AS WELL ON A CHAIR AS IT DOES ON HER HEAD
HATTIE"
Jack Callahan.
NO MATTER HOW WILLIE LIKES HIS SOUP, THEY'LL MAKE IT HOT FOR HIM NOW.
"COMEDIAN"
I'M COLD TO THAT ONE!
HOW LONG WILL A TON OF COAL BURN?
DON'T STOP AN ELECTRIC FAN WITH YOUR FINGER, UNLESS YOU UNDERSTAND SHORTHAND.
FROM C. BURCH U.S. ARMY
OL' JOHN DON'T

Lincoln An Example

One Of The Many Great Writers Unlearned In Greek Or Latin

Several times recently, in Letters to the Editor, reference has been made to the practicability of acquiring a clear, neat, strong, and direct style of English writting without the aid of Latin.

Possibly the strongest impartial authority that could be quoted on the subject is Viscount Bryce, former English Ambassador to the United States, and a ripe classical scholar.

After alluding to the fact that "Comparatively few of those who have given from six to eight years of their boyhood mainly to the study of Greek and Latin, retain a knowledge of either language sufficient to afford either use or pleasure to them through the rest of life," he says: "Let us frankly admit these facts. Let us also discard some weak arguments our predecessors have used, such that no one can write a good English style without knowing Latin. There are too many cases to the contrary. Nothing is gained by trying to defend an untenable position."

One of the most striking of these cases is among us in the person of President Lincoln. Although preceeded and followed in the Presidential office by men who had received long and thorough college and university training there is, nevertheless, not one of them has equal in clarity, brevity, and felicity of expression. "His simple, luminous sentences," says one of our national writers, "are models that cannot be improved upon." Even President Wilson falls far short of him. Lincoln stands among the Presidents as the peerless prince of classic prose. Lincoln knew neither Latin nor Greek, still The London Spectator declared that "he is among the greatest masters of prose ever produced by the English race."

"He contrived to obtain," continues The Spectator, "an insight and power in the handling of the mechanism of letters such as has been given to few men of his, or, indeed in any age." Today Lincoln's position as a master of the English tongue in its strength and simplicity is unquestioned. The French Academy, Emerson, Lowell, Everett, Beecher, Ingersoll, great orators of England and America, are united on that point. "No man of his century," says the author of his Letters and Addresses, "could state a proposition with more exactness and compactness. His clarity of expression, the consistent building up of his argument, his brilliantly apt comparisons, his illuminating wit, his merciless pursuit of illogic in his opponents were phenomenal."

The Gettysburg address was ranked by Emerson as the peer of any of the utterances of man. How came Lincoln by this masterful style? By the study of English. His principal books were the Bible and Shakespeare.

They gave him a culture unsurpassed by that of the ancient classics —the German Kultur studies.

"If an Englishman," wrote Huxley, "cannot get literary culture out of his Bible, his Shakespeare, his Milton, neither, in my belief, will the profoundest study of Homer and Sophocles, Virgil and Horace give it to him."—D. E. Conlin in *Baltimore Sun*.

'Another Nero'

(Continued from Page 12)

land, and perhaps more than any other one episode was the beginning of the antipathy that culminated in the present war. It was painfully evident to all Germans at the time that the smallness of their navy made anything they might say to England quite negligible, and from that time on began the general popular movement in favor of a fleet that should be second to none. The Navy League was founded and grew to great strength, and the navy passed, one after the other, the fleets of all the other great powers save only of England. Yet here, as ever, the Emperor was wont to insist that his sole interest was peace, and that to a power in Germany's position adequate armament was the only guarantee of peace for her or the world at large.

Manila And Venezuela

The Kruger telegram brought about the first international crisis during the reign of William II. So far the young Emperor had kept pretty regularly to the scheme of foreign relations which Bismarck had laid down, except that he did not have Bismarck's influence with Russia. But from that time on international incidents in which Germany figued were numerous. One was the disagreement between Vice Admiral von Diederichs and Admiral Dewey at Manila. What promised for a time to be a more serious difficulty with the United States arose out of the Venezuelan affair, when Great Britain and Germany made a naval demonstration in the Carribbean; but neither power wanted trouble, and indeed that year marked the beginning of excessively cordial relations between Germany and the United States. Prince Henry's visit to the United States was followed by a number of indications of the Emperor's regard for the United States and the Roosevelt family. The institution of the exchange professorships in 1903 was perhaps the culmination of this movement. Already it had become evident that the really threatening international rivalry was that between Germany and England; and with the first symptoms of friction with Japan many Americans were inclined to think that Britain would, if need be, aid her Japanese Allies against the United States. This feeling, however, soon disappeared under the influence of the expressions of British public sentiment, and from that time dates the waning of the German influence in the United States which the Emperor and his Ambassadors, von Sternberg and von Bernstorff, labored so hard to build up.

The year 1902 was the last England and Germany acted together. Already the naval and commercial rivalry had become menacing to both countries. When the Russo-Japanese war broke out the English naturally sympathised with their Allies; the Germans, trained by the Emperor to fear the "Yellow Peril," strongly supported Russia. That same year saw the Entente Cordiale; which, however, had not yet sufficiently crystallised in 1905 to save France from the humiliation of the first Moroccan crisis.

Germany at this period wanted an open door commercially in Northwestern Africa, which France, who with England had come to an agreement with regard to the disposal of Morocco, would not concede. In January, 1905, the German Emperor made a visit to Tangier, in which he practically assured the Sultan of Morocco of his support against the French; and as France at that time was not prepared for war, she escaped only upon the resignation of Delcasse, her irreconcilable Foreign Minister.

First Clash With Russia

The formation of the Triple Entente exposed Germany to few dangers—the full importance of which, however, her statesmen do not seem to have realised. At all events, Russia was the opponent in the next international difficulty in which Germany became embroiled. The occasion was the troubles following the Turkish revolution of 1908, when Bulgaria declared her independence and Austria-Hungary seized the opportunity to declare the formal annexation of Bosnia and Herzegovina. Russia's protests against the action of the Dual Monarchy were by the Germans "in shining armor," as the Kaiser said afterward—who came to the aid of their ally and recompensed her for her loyal support in the Moroccan crisis. The result was the annexation without a war—perhaps the greatest victory for German diplomacy since the passing of Bismarck. But it also laid the way for the Russian schemes which culminated in the Balkan League, the two Balkan wars, and the present war which resulted from them.

Meanwhile, however, there was another crisis in which it seemed that the general conflict would be precipitated by Moroccan affairs. France had gone forward in the assimilation of Morocco at a rate which seemed to Germans unwarranted by the provisions of the Algeciras Conference, which has settled the previous difficulty; so in July, 1911, the German gunboat Panther was sent to Agadir to insure the proper representation of German interests. The resultant crisis is believed to have come to the very verge of war two or three times, but the firm British attitude declared by Lloyd George that they would support France in her course, eventually led to a compromise in which the Germans gave the French a free hand in Morocco in return for certain territorial concessions in the Congo.

In all these episodes the Emperor's part can hardly be determined at this time. In the mind of most foreign publics at the time the various incidents occurred he was usually figured as an indiscreet orator who was likely at any moment to blurt out something that would endanger the careful work of his diplomats. But this conception seems to have been unfounded. Provocative as many of the Emperor's utterances were at all times, he seems in many cases to have represented, if not the whole nation, at least its imperialistic elements.

Interest In The Orient

One department of German foreign affairs, however, unquestionably owes much to the Emperor and his conception of his office. His imagination always leaned out toward the Orient—sometimes as a threatening quarter from which would come eventually great danger to all Western civilisation, sometimes as a possible field for German activity. He himself was largely responsible for the move to Kiaochau in 1897, and he felt more interest in this colony than in most of the others. Still more important, however, were his activities in the near East. Beginning with a first visit to Constantinople from Athens, whither he had gone to attend the wedding of his sister in 1889, he followed up his courtship of the Turkish Empire by a second, more formal and more friendly visit in 1898, when his marks of favor to Abdul Hamid were deeply resented by the Liberals of Western Europe.

The result of this activity was the establishment of friendly relations between Constantinople and Berlin, the training of the Turkish army by German officers, and the concession to German capitalists of permission to build a railroad to Bagdad.

Toward France the Emperor maintained for the most part the characteristic Prussian attitude. There are persistent reports, however, that he paid a number of visits to Paris incognito. His liking for English ways was well known, and on his frequent visits to that country he attempted, without much success, to allay British suspicions of the designs of his people.

Besides his characteristics as soldier, religious enthusiast, devotee of the mystical theory of sovereignty, and moral reformer, the Emperor was widely renowned for many years for his claims to be an artist and an art critic, as to the genuineness of which there was never much agreement. As early as 1880 he began to paint—marines, for the most part—and later branched out into various fields of art. It was perhaps this, combined with his first statements of the Divine right theory, which were anything but popular among the Liberals of Germany, that led to the publication in 1894 of the anonymous pamphlet. "Has Caligula a Parallel in Our Own Times?" in which a number of his acts were likened to those of the mad Roman Emperor. His artistic activity, however, more naturally suggested the comparison with Nero, which was frequently made by critics during the latter part of his life. Apparently, like Nero, he had considerable artistic desire and some artistic talent; but how much of the latter he really possessed is next to impossible to say. It is usually difficult for a King to have a fair chance to display any gifts he may have outside his own field of usefulness. Probably his best known work was the cartoon, drawn in 1900, representing Civilisation in shining armor calling to Europe to rise against the Yellow Peril.

In one line, however, his excellence was undisputed. Despite the handicap of a weak arm, he was an excellent pianist. Other ventures into the musical field, such as "The Song to Aegir," which he composed in 1894, were not so successful.

As An Art Patron

As a patron of art more than as an artist he strove to excel, and was keenly interested in the Royal Opera and Royal Theater in Berlin. His preference for Americans in the former brought down on him much criticism from conservative German nationalities. He drew up the general plan for the Hohenzollern statues in the Siegesallee, in Berlin; was the patron of Leoncavallo's opera, "Roland of Berlin," and in 1908 suggested and partly designed the historical pageant and ballet of Sardanapalus, which was designed to recreate the last age of Assyria. As a work of art, however, it proved quite dreary, and the critics were unanimous in declaring that only genius could have livened up such a subject.

In the early days of his reign—the Caligula days—when there was much talk of the Reise-Kaiser, who spent all of his time in trips to other countries, and the Parade-Kaiser, who was always in full dress, he lacked anything like the popularity that had been won by his grandfather and his father. "Unser Fritz." Later, however, the general sentiment was much modified.

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The Czecho-Slovak Story

(Continued from Page 12)

Bohemia an elective kingdom. In 1458 the shrewd and able protestant noble George of Podiebrad ascended the throne and reunited the provinces of Moravia, Silesia, Bohemia. It is impossible to follow history in detail; suffice it to say that in 1620 at the battle of White Hill, during the Thirty Years' War, the Hapsburgs gained complete control over Bohemia. Protestantism was mercilessly extinguished, all national privileges were suppressed, and from that day to this the country has been downtrodden. Harsh domination by an alien people has not changed the Czecho-Slovaks, their racial integrity, and national aspirations have survived, and today, just as centuries ago, their territory is a Slavic wedge jutting out from Slavic Poland, Ukrania, and Rumania into Teuton - Magyar - German - Austro-Hungary.

The World War

We now come to a consideration of the part the Czecho-Slovaks have played in the World War.

The Slavic wedge jutting into the Teuton land was a very great disability to the Central Powers who dreamed of an Empire stretching from Berlin to Bagdad, and felt that Slavic power in southeastern Europe must be swept away.

As subjects of Austro-Hungary it was the technical duty of the Czecho-Slovaks to join the colors and assist their oppressors in bringing a nation of brother Slavs under the same oppression. They faced the situation with a courage worthy of their past. Many soldiers were executed for refusing to serve, others were escorted to the railway stations by double the number of Germans and Magyars, marching on either side, and there forced into the trains. No one was allowed to speak as they passed through the streets, no goodbys were allowed, and any violation of this rule was sternly punished.

Eager For Battle

Taken to the front against their will they deserted, often as a whole regiment, not to get out of the war, but to get in the war—on the side they wished to support. The spirit in which these "desertions" took place is well exemplified by the action of the 102 Regiment. It crossed over in a body to the Servians and entered Nish with the band playing the Servian National Hymn.

This "crossing over" was not easy to accomplish, plans were often discovered and regiments decimated by the fire of the Germans and Magyars. In the first ten months of the war it is estimated that 350,000 Czecho-Slovak soldiers surrendered in this way, and then the Germans of the Empire took over the management of the armies, disbanded the Slavic, and distributed the soldiers among the German and Magyar regiments; this made mass surrender impossible, but large bodies of men continued to cross over in one way or another. Various methods of terrorising were resorted to; for instance one regiment formed by the military authorities in Vienna, and composed exclusively of young men, was sent to a position on the Isonzo front which was swept by a murderous artillery fire—out of 1,000 men, 18 were left.

Persecution

Civilians did not escape oppression; thousands, among them many women, were condemned to death; newspapers were suppressed or muzzled; in spite of all, the population refused to subscribe to war loans, or to deliver up its surplus of foodstuffs.

Various patriots escaped to foreign countries, the most famous of these is Thomas Masaryk, who with a price on his head slipped across the border in December, 1914. His mission was two-fold; to gather the Czecho-Slovak resources abroad in money and men, and organise them into an effective fighting force, and to plead the cause of national independence for his countrymen among the Allied nations. He has been completely successful and is the first President of the Republic now recognised by the Allies.

Honeycombed Russia

The soldiers who "crossed over" and were burning with zeal to fight for the Slav cause, did not find that the government of the Tsar, honeycombed with German influence as it was, received them with open arms, and to their bitter disappointment many were imprisoned instead of being allowed to proceed to the front. It was not until after the Revolution that they were permitted to form regiments of their own under French High Command.

In the early Summer of 1917 Kerensky found that his "free" self-governing army having melted away into nothingness, his principal stay was the Czecho-Slovak brigade. When the Germans smashed through Galicia in July, for ten awful days and nights there was no relief for this brigade, it was covering the retreat of a flying army and fighting an enemy far superior to itself in numbers. The bravery of these men knew no bounds; capture meant to them certain and humiliating death. The Government at Vienna having offered a reward of 1,000 crowns, the military medal, and ten days leave for the capture alive of a Czecho-Slovak soldier, while for an officer the price was 6,000 crowns. In spite of this they implored to be allowed to fight on whichever front they found themselves.

The Czecho-Slovak National Council had adopted a policy of absolute neutrality in regard to Russia's internal affairs, so when Russia ceased to fight the old Teuton-Magyar enemy, the Council decided that it would bring to the Western front this force numbering many thousands of men.

Army Held Up

All arrangements were made that they should proceed to France via Siberia and America, so they set out. About 15,000 reached Vladivostok. Their brothers in arms were, however, held up near Omsk by the Bolsheviki, and the German and Austrian prisoners who had already been armed as a precaution against Allied intervention. Open warfare broke out and the population, which had become very tired of Bolshevism, looked upon the Czechs as saviours and flocked about them. To the Allies for whom the most difficult question of the moment was, "how to save Russia," this army was a Heaven sent force. The Czecho-Slovak National Council was therefore asked to drop its plan of moving the army to the Western front and to let it stay in Siberia. This it agreed to do. Their position was thus defined in an interview at Vladivostok on October 10, when Dr. Girsa said: "the position of Gaida (the Czech general) as Commander-in-chief of Russian forces has been unfortunately misunderstood by some of the Allies. The Czecho-Slovak National Council desire it to be widely known that they never sought this command, which was thrust upon them by force of circumstance, and that they look upon it as a heavy burden which militates against the accomplishment of their own national aspirations. They only agreed to take it over after repeated reiterations of the request, and felt that they could not refuse help in which the Russians saw a guarantee of order and discipline in a new army."

They feel, however, that they are quite unable to fulfil the task imposed upon them unless they have moral and material assistance from the Allies. From what one can hear they are disappointed that the help has been so much delayed. They are suffering for want of all sorts of equipment and the situation seems an almost impossible one. Politics are playing a large part in Siberia and it is difficult to understand the situation.

Blazing A Path

While the Czech forces were fighting their way across Siberia, their compatriots in the civil world were not idle. They realised fully that to make their resistance to Austro-Hungary effective, union with all their brother Slavs and an understanding with Italy in regard to any possible territorial partition on the Adriatic, were essential. They knew that they must give to their common enemy overwhelming proof that the oppressed nations could agree, that they could co-ordinate their efforts in preparing a political program for southeastern Europe which would meet with the acceptance of the Allied Powers.

For a year they worked in Paris; then a Congress was proposed and arranged for. It met in Rome on April 9, 1918, and was attended by delegates from Italy, Czecho-Slovakia, Poland, Jugo-Slavia (which term embraces the Servian, Croatian, and Clovene representatives) France, England, and America. The deliberations were of intense interest and tremendous importance. A further Congress was held in Paris during October when the Czech Declaration of Independence was issued.

What they have done can hardly be over estimated. They are the nucleus of the Allied position in Russia, which, Peace or no Peace, must be dealt with. German influence there is paramount. At present the Czechs are protecting the main platinum supply of the world, they stand between Germany and the great cotton districts in the south of Russia. In this war, no one mere cluster of 80,000 to 100,000 men has done for the benefit of the Allies, what these Czecho-Slovak soldiers have so romantically and unexpectedly accomplished in Russia and Siberia. That their services are fully appreciated by the Powers is shown by the attitude of France and by the message sent by King George to Gen. Sirovi and communicated to him at Vladivostok by Gen. Knox. It runs: "I wish to express my warm appreciation of the service that the Czecho-Slovaks have rendered to the common cause of the Allies. The work remaining to be accomplished for the preservation of Russia and the restoration of peace and prosperity in that country is of paramount importance to civilisation. The part that the gallant Czecho-Slovaks have played, and are playing, towards the attainment of the above ends places Great Britain under an obligation to Bohemia that will not be forgotten."

HOW LONG HAVE YOU HAD RHEUMATISM ?

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There are almost as many ways of doctoring rheumatism as there are doctors.

Most of these treatments are directed at the symptoms and are considered successful if they relieve the pain and stiffness. But the blood remains unpurified and so the rheumatism is sure to return, especially during cold or damp weather. There is, however, one method that has proved eminently successful in rheumatism, and this has been verified by, among many others, Mr. Albert White, who lives at 1A, Chester Road, Winchester, England. To a press representative recently he described his search for something more than relief.

"Many of my fellow workers," said he, "are subject to pains in the back and muscles from lumbago and rheumatism, and I often had to leave work suffering awful pain. My trouble was rheumatism, and I did not know what to do to get relief."

Mrs. White, who was present at the interview, took up the conversation here:—

"I was once a cripple through rheumatism. For some years I had severe attacks, and could scarcely use my feet. Medicine did not seem to do me any good. The pain in my limbs was as bad as though my sinews were drawn. When I had almost given up hope, someone advised me to try a course of Dr. Williams' pink pills. I did so, and the result was wonderful.

"My appetite picked up and my spirits brightened. Steadily I improved, and the rheumatism got easier and easier. Before I had taken three bottles of Dr. Williams' pink pills the well."

"Now to finish my story," said Mr. White, "I delayed taking Dr. Williams' pink pills until I was scarcely able to stand upright. But when I did take them, I found prompt relief. I had only taken two bottles of the pills, when I ate better and enjoyed my food. Every dose of Dr. Williams' pink pills made the stiffness easier and the pains less severe. In a short time the whole trouble left me, I was free from rheumatism, and have felt fit ever since."

Mrs. White added:—"My cousin is in the Coldstream Guards, and has been wounded in the war. I remember the time when he could only walk by the aid of sticks. His trouble then was due to severe rheumatic stiffness. But after a short treatment with Dr. Williams' pink pills he got thoroughly rheumatism had quite gone, and my health generally was splendid. I have never had any return of the rheumatism or pains."

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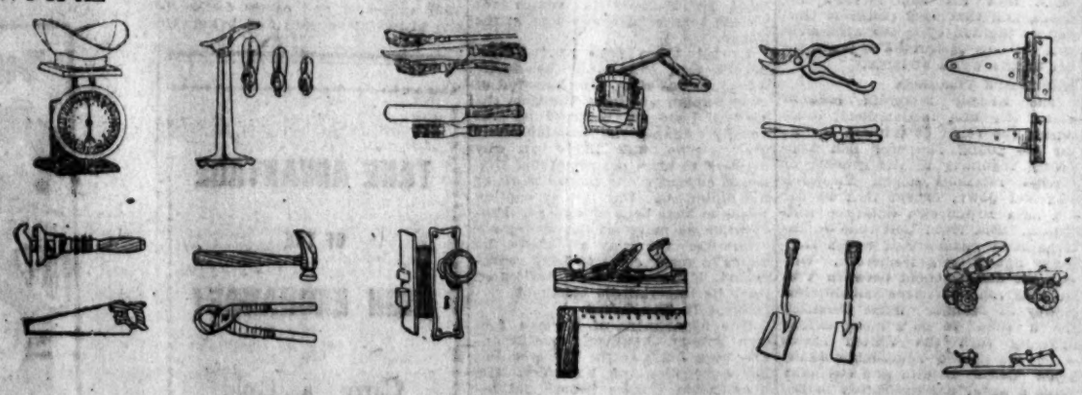

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REDS' QUEER VERSION OF BIG WORLD EVENTS

They See All Countries Turning To Bolshevik Ideas As Governments Totter

EUROPE STILL BENIGHTED

So Soviet Leaders Will Share Their Knowledge With Western Proletariat

By Arthur E. Copping

Archangel, October 27.—From a battlefield prisoner we have just taken a copy of the October 10 issue of The Red Army, a Bolshevik Moscow daily paper. It leads off in display lines of optimistic sensationalism including "Poor Rising Against Rich, Siberia Ablaze, Fiery Rebellion, Arising Against Each Other Are Two Enemies, Work and Capital, Poor and Bourgeois, In Germany Revolution Has Started, Soldiers Are Going Against Their Officers Waving Red Flags and Singing Revolutionary Songs."

In the first article it is said:

"When all Russia was under the despotism of the Romanoff family we looked enviously to the republican powers. We dreamed of the freedom of France, Switzerland and America as something we could never attain. Now we know the weakness of all bourgeois republics. We know the word democracy is associated with the word republic only to cheat the people. In free America, so-called, the gross exploitation of work produces millionaires and steel kings."

On account of the meeting of the Moscow Soviet on Oct. 8 begins:

"We are feverishly awaiting the eve of the Western European revolution."

Then there is an exchange of compliments between a distinguished visitor and Commissioner Zenovieff at Petrograd who said the educated masses in that city realised it was all rot about the Bolsheviki being like wild animals.

Thousands at a meeting Zenovieff addressed passed a resolution to uphold the October revolution and grasp the outstretched hand of the proletariat.

The meeting asked why there was no freedom of the press. He replied:

"There is no freedom for papers that poison the people's minds like the Den and Novoe Vremya, but for hundreds of badly produced peasants' papers."

Zenovieff admitted the very poor output of the Putiloff Works, but after he had "publicly shamed" the workers the result had improved. He had opened a peasants' university at Petrograd, which it was hoped thousands would join, but he had only got 400.

Reverting to the question of the bourgeoisie, he said Petrograd had wrestled with it more energetically than Moscow. He added:

"You may see dozens of bourgeois unloading wood blocks in Smolni courtyards, also unloading coal barges and cleaning out barracks, and at least doing more physical work than they ever did before."

Some, he jauntily added, had sent a numerously signed address to the Soviet expressing gratitude that they had been allowed to have the same ration cards at the working classes. Zenovieff said he was taking sable shoes and other warm clothing from the educated classes and giving them to the Red Army.

"True," he soliloquized, "they will make the soldiers rather dazzling, but they will rise to the occasion."

Incidentally, he said:

"The bourgeois under the Bolshevik government have disappeared. If we continue as we are doing we will teach all the Russian bourgeois, and after that the bourgeois of all the world."

Then came speech by Lovarish Bucharin, who was about to depart with fraternal greetings to Vienna. He thought governments all over the world were bursting and crumbling, and said:

"We have to share our knowledge with the Western European Proletariat. In the Western European movement they have no leader or system or determined policy. In this we must help them."

The article concludes with the cheerful lines:

"No quarter for the enemy. Death and damnation to traitors."

566,900 Roubles Stolen At Mukden

Bag Containing Money Mysteriously Disappears From Station; No Clue

On the evening of December 7, 566,900 roubles were stolen at the Mukden Station. Four employes of a Chinese money exchanger at Mukden were instructed by their employer to take 859,000 roubles to Yokohama. The roubles were packed in four bags, and three men were to escort them. At the waiting room of the station on the given evening the four bags containing the large amount of cash were left piled on the floor, and four Chinese kept watch over them. When the train time came and they started to carry the bags to the train, it was found that one bag containing 566,900 roubles was missing. Alarm was sounded at once, but no clue to the missing bag was to be had.

The money was contained in a bag 2 ft. by 1½ ft. and 6 inches high.

At that particular hour both trains on the Peking-Mukden line of the Chinese Government railways and for Fusan were about so start simultaneously, and the police met with great difficulty in examining the passengers.

TIME BOMBS LEFT TO KILL AMERICANS

Infernal Machines Ingenious, Some Exploding Long After Germans Have Gone

CANE BAITED DEATH TRAP

Violent Infantry Fighting And Intense Artillery Fire On Both Sides Of The Meuse

By Edwin L. James
(*New York Times*)

With the American Army in France, October 29.—Bitter fighting continued up to last night along the front of the First American Army, particularly on the extreme right and left.

On the right the Germans are putting up a vigorous fight in the region of the Bois de Belleu, which from last reports we hold, although this lot of wrecked trees has a habit of changing hands twice daily. On the left we are pushing slowly ahead into the Bois de Bourgogne, having taken Talma, north of Grand Pre, and the ridge running eastward from that place.

We held the Bois de Belleu northeast of Verdun yesterday morning. A violent counter-attack, made by shock troops brought up for the purpose, drove us out of the eastern half. We attacked in the afternoon, regaining the woods, whereupon the Germans counter-attacked again. After fighting lasting into last night, we again hold this hotly disputed territory. The Germans are heavily shelling with 77s, both high explosive and gas, our positions in the Bois de Belleu and the Bois d'Ormont.

Just west of the Meuse the Germans are depending largely upon artillery fire to break our pressure. Thousands upon thousands of shells have been thrown on this area. Bantheville, the Bois de la Bois, and Septsarges, together with the roads, seem favorite targets in this region.

The enemy fire has not been particularly successful. Our guns have been no less active, centering on the Bois le Fay, the Bois Roux, the Bois la Carpiere, and the region around Andevanne. On this sector the well-known 28th German Division has reappeared, with many machine-gunners. Our artillery has given the back areas of this division good attention, fires being reported at Dun, Remonville, and Aincreville.

On our left German machine-gunners, carrying light weapons, show maximum nerve in infiltering into our lines through the ravines and underbrush, in the hope of getting our men from behind. One such attempt yesterday resulted in the killing or capture of an entire force of some fifty-five Germans.

Since opening their peace offensive, the Germans have been very insistent with propaganda work. Thousands and thousands of leaflets have been dropped upon our men, offering insidious arguments as to why they should stop fighting and surrender quickly, pointing out naively that if all the Allied soldiers stopped fighting, the war would end quickly. These pamphlets argue that Alsace-Lorraine means nothing in the life of the American doughboy, and even suggest that Americans have no business fighting in France, anyhow.

The general comment of our doughboys upon these clumsy efforts is that Heinie seems to be trying to work both ends of his peace effort against the middle.

Boche humility continues to be illustrated also by the high-class infernal machines he leaves behind. The ingenuity of these seems to depend upon the time Heinie had to work it out. In some regions every dugout has its little contrivance of death; but of all the assortment, the one he left at Patel-Chehery ranks first. It was here that ammunition dumps and dugouts began to explode two days after the Germans left that place some two weeks ago. Ten days after the enemy was gone, two dugouts blew up from time bombs. Our engineers have found many types of infernal machines, such as those fixed to eight-day clocks and thermometers.

For ingenuity, one found yesterday was remarkable. Eight feet from the entrance of a handsome dugout that would make a good shelter for weary doughboys was found a cane, hanging carelessly over the balustrade of a stairway. It looked harmless, but a certain engineer Lieutenant had learned to be wary. Walking around the cane, he examined it. It appeared to be all right. Turning on his flashlight, he went over it minutely, and half way between the ferrule and the handle he saw a small black string tied. This string led to the balustrade, and down to where a person would naturally stand at the foot of the stairs when grasping the cane. Beneath this spot a four-foot-square hole was filled with an explosive corresponding to TNT.

This is one illustration of how the boche likes to fight.

This is one of the reasons why the doughboys think less favorably of an armistice than they might otherwise.

S.O.S. SETS RECORD IN BANNER MONTH, 767,648 TON TOTAL

Soldier Landed Every 8½ Seconds, 433 An Hour, All Through Whole Month

(*From The Stars and Stripes*)

Figures for September, just made available, show the attaining of a new high record in the handling of business by the S.O.S.

The American base ports handled 767,648 tons, a daily average of 25,588 tons, which represents a daily increase of nearly 13 percent over the August figures, themselves a record.

As previously announced at Washington, troops disembarked numbered 311,989, an increase over August of 10,443. This means that throughout September 10,398 American soldiers landed every day, or 433 every hour—one soldier every 8½ seconds night and day during the whole month.

On the same reckoning, nearly a quarter of a ton of material was being handled every second by soldiers toiling at the ports. Tonnage figures also show that each man working on a 10-hour schedule unloaded an average of two and six-tenths tons during September.

Rolling stock added to American equipment in France showed another considerable increase, raising the number of American locomotives in service to well over a thousand and the number of cars to well over 10,000. All of these are operating in the chain of transportation that is taking men and supplies frontward. One of the largest ports handled 271,726 tons of supplies in the 30-day period.

Engineers working in one car construction shop broke all previous records in a day when they turned out 125 American standard freight cars—more than enough to handle a day's supplies for an entire division. A locomotive erection shop also exceeded all old marks by putting into service an average of eight big locomotives every day.

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George W. Perkins Tells Of War Work Heroes

Head Of Finance Bureau In $170,500,000 Campaign Tells What Seven Organisations Are Doing For Our Men

By George W. Perkins

(Chairman of the Finance Bureau of the United War Work Campaign.)

New York, November 1.—There came to my attention some months ago a letter written from a small New England town. "Twenty boys left our country for Camp Devens yesterday," the letter said, "and fifteen of them had never before in their lives slept a single night away from home."

Twenty boys stepping out to face the world, not as their fathers before them went, into peaceful occupations, but to encounter an unfamiliar discipline, to cross the ocean, to land in a country the language of which they will not understand, to be hurled suddenly out of their boyhood into the most hazardous and difficult of all experiences.

If one could follow those twenty boys through the next trying months he would find in their experiences and in the experiences of those they leave behind, an epitome of what the war means to America.

We have had other wars before this, and all of them have been fought and won by boys. A majority of the soldiers in both armies in the civil war were under 21. But this war is so different, in the numbers involved, in the terrific nature of fighting machines employed, in the enormous armament and high explosives, in the complexity of the social as well as military problems involved, as to be something new under the sun.

The war defies comparison. In almost every aspect it is different from other wars. And one of the differences that seems most significant to me is this: that in the present conflict the influences which were best in civil life have not been left behind, but have followed the flag into the training camp, across the seas, and have marched with the boys straight up to the front-line trench.

In the history of warfare this has never happened before. Except for the ministrations of the Chaplain the civil war soldier lacked everything that had made his home life wholesome and happy. He had few books to read, he had no place of recreation after his day's work was done. He had no reminders whatever of civil life, except, indeed, certain very evil reminders in the shape of disreputable camp followers and wayside saloons. It was almost an inevitable result of war's upheavals in the past that men should have their moral natures impaired.

A different story will be told of this war. From the first days of 1914 the English Army had orders from its highest commander, General Kitchener, that sobriety and strict morality was demanded of the men. The same spirit was shown by the French Army. It was to be a clean war fought by clean men. And when we came into the war there was no question but that our soldiers should measure up to the best standard that the English and the French had established. Fortunately, we had the machinery through which to work, and in the first month of our entrance into the struggle the United States Government mobilised that machinery and made it a part of the army and navy.

We had the machinery in the organisations which for years have been working in the intellectual and spiritual interest of the American people—the Young Mens' Christian Association, the Young Women's Christian Association, the National Catholic War Council and Knights of Columbus, the Jewish Welfare Board, the American Library Association, and the Salvation Army. Added to these a new service—the War Camp Community Service—sprang up to fill an important need, and this was mobilised with the others. These seven welfare agencies received from the Government sole authority to serve the army and navy in camps, cantonments, naval stations and bases, transports and warships, both at home and abroad. At first these welfare agencies worked as separate institutions, with little real co-operation. Each raised its own funds. Each established its own units without consideration of the movements of the others. But as time went on the efficiency of this plan was brought into question. Duplication of effort was apparent.

Co-operation became inevitable, and in August, 1918, on recommendation of President Wilson, the seven welfare agencies appointed a joint committee through which all funds were to be raised and apportioned according to the size and the needs of each. The welfare agencies have not been merged. They will kept their separate organisations as before, but they will work in co-operation.

They will have to do this because the job they have undertaken is too big for any one of them to do singly. The amount of money they need, and must have, if our soldiers, sailors, and marines are to be taken care of as the American people want them cared for, is too huge for any one society to raise alone. The American people will give the money, because the fighting men are their own sons, brothers, husbands, and they will expect the authorised welfare agents to spend it wisely and generously in the best interests of the men.

Just what was the number of employes in any one of the seven organisations before we entered the war I do not know. But today the total number of uniformed social workers in the field, on this side of the water, in England, France, Italy, Russia, and Switzerland is more than 15,000. Organised to give social service to our present army we have more people than Washington had under his command as fighting men at any one time. Some of Washington's most brilliant victories were won with a fourth of the number.

Who are these welfare workers? A list of their occupations reads like a classified telephone directory. They are clergymen and rabbis, college professors, motion-picture operators, baseball stars, truck drivers, chauffeurs, actors, clerks, sawmill operators, mechanics, musicians, cooks—the list is almost endless. To recruit such an army when the draft is calling millions of the best man material in the country is a huge job in itself. But the organisations faced even larger tasks.

Take the construction proolem. The two "Y's," as they are called, and the Salvation Army, the Knights of Columbus, the Jewish Welfare Board, the War Camp Community Service, the American Liberty Association, had to build, buy, or rent an enormous number of houses and huts. Everybody has seen these huts in this country, and the soldiers know them well overseas. They are the soldiers' and sailors' clubhouses, their theaters, their gymnasiums, the nearest approach to "back home" the fighting men can achieve. Something like 3,600 buildings of all sorts, some rented, but the great majority newly constructed, had to be found. Over here, in spite of the lack of building materials, the problem was comparatively simple, but in Europe the hut, so-called, had to be evolved out of anything that was possible. Some "huts" are really French Chateaus, churches, or theaters.

A hut may be a lecture room large enough to seat a regiment. It may also be a ruined cellar or a dugout where a Salvation Army girl fries doughnuts for the front line men, or a Y. M. C. A. secretary provides cigarettes, chocolate, letter paper, and other small ware. It may be a tent with K. C. over the door flap. Or it may be a small wooden house with the sign of the Jewish Welfare Board. A hut may be any kind of a building, just so it serves the men. It is the vital representative of the American home, the living evidence that the folks back home still care.

I heard the other day of the opening of a new hut in one of the muddy little French village where our men are billeted. The boys rallied to that hut in wildest enthusiasm. They had been sleeping in barns, and even in chicken coops. It had rained for days, and in a country where coal is $70 a ton they had no warm place in which to write a letter. They had nothing to read. For those boys the opening of a hut meant a little piece of heaven.

The American woman worker, ready with a welcome smile, a cup of hot chocolate, cigarettes, and candy, must have looked like an angel from the skies. The branch library, just like the one at home, must have been a godsend. The men stood around, so my letter said, and gazed as if they were afraid the vision might fade before them.

The seven wefare agencies not only have to be building contractors and real estate agents on a large scale, they have to be storekeepers. They are motion-picture exhibitors. Liberally millions of feet of film are shown in almost every cantonment every week. The weekly shipment of films to France averages fifteen miles. The weekly attendance at the shows, free, all of them, is about 2,500,000, and so economically is the business conducted that the cost to the organisation is less than 2 cents a head.

The organisations are in the theatrical business also. Under the leadership of E. H. Sothern and Winthrop Ames more than a hundred big-hearted members of the theatrical profession are touring the hut circuit all the time, some in companies, some as individuals. They are recruited for service under the auspices of America's Over There Theater League, of which George M. Cohan is President. Some of the best-known theatrical people have gone to France to entertain soldiers and sailors.

They are in the library business on a very large scale. The American Library Association has established branches in every camp and naval station in this country; it has its bookshelves in every Y. M. C. A., Knights of Columbus, and Jewish Welfare Board hut, in Y. W. C. A. hostess houses, in the houses of the War Camp Community Service, and it has shipped more than a million books overseas to be distributed all over the areas occupied by the American Expeditionary Force. The boys eating Salvation Army doughnuts far up the line draw books and magazines supplied by the Library War Service of the American Library Association.

Scores of hotels and restaurants, in this country and abroad, have been opened by these welfare agencies. What the enlisted men on leave would do without these hotels and the hospitality of the managers it is difficult to determine. What they and the army nurses and other work women abroad would do is equally hard to guess. In London, Paris, and at all the seaports, centers where our men find themselves, there are big, clean buildings where a room and bed may be had for a few cents a night. One of these restaurant huts in a French seaport town cost about $4,000 to build, but it served, in a single year, more than 11,000 men. What a magnificent return on an investment of $4,000! Rather more expensive is the Y. W. C. A.'s hotel for women in Paris. But the thousands of women war workers who have shared its blessings at a cost that would be moderate in peace times will testify that the money was well invested.

The other businesses in which the seven find themselves engaged are too numerous for extended comment. Let me merely indicate a few of them.

They are great operators of resorts, including the rest at Aix-les-Bains and six like it, all provided as furlough places for our boys.

They have taken over and conduct biscuit and sweet chocolate factories in France, so that the boys may have something to eat while fighting.

They are the largest purchasers of athletic goods in the world, one single organisation's shipments showing figures like these: 2,866 dozen baseballs, 600 dozen football bladders, 396 basket balls, etc.

They conduct the most important university in the world. In the minds of thousands of the boys in our army and navy the chief fear is that these warfare years may be lost years—that they will come back to find themselves out of touch with their studies or the business world. To overcome that fear Professor Anson Phelps Stokes, Secretary of Yale University, spent months in France laying out a complete educational plan in the execution of which leading educators like Professor Erskine of Columbia and Professor Spaulding, Superintendent of Schools of Cleveland are now engaged.

Thousands of classes are conducted every month in French, mathematics, history, and business practice and other subjects. The boy who wants to make these years count for the largest possible progress is having his full chance over there.

All seven agencies are exporters on a huge scale, and their records reveal a total business that is amazing. Take these figures, for example, from the shipping lists of the Y. M. C. A., which is only one of the seven:

Canned fruits, 2,365,281 cans; chewing gum, 16,110,000 packages; condensed milk, 2,292,728 cans; flour, 32,078,720 pounds; sugar, 14,827,735 pounds; tobacco, 3,339,000 pounds The variety of articles shipped is no less impressive than the totals. One would expect to find blankets, biscuits, and cough drops, of course; but the 71 lighting systems are more of a surprise, as are also the 100 organs and a sawmill. Soda fountains and stereopticon machines, typewriters and tooth paste and talking machines; motorcycles, phonograph records and ping pong (22 cases)—they are all part of the splendid effort to reproduce over there something of the atmosphere and helpfulness that made life worth living over here.

Together the seven are shipping more than 500 tons of cheer and helpfulness a week. A great weekly reminder that back at home the folks still remember and still care.

Thus, from the instant when the boy steps on the train that is to take him to the cantonment, and finds there the unexpected friendship of a Y. M. C. A., a K. of C., or the Jewish Welfare Secretary, or a Salvation Army worker, to the hour when he stands alone in the trenches and sees coming down the line a worker with cigarettes and hot coffee—all the way through one or another of these seven great co-operating agencies stands shoulder to shoulder with him. Yes, and even beyond. Even into the prison camps of Germany and Austria their long arm of helpfulness reaches.

Working through such neutral agencies as the Danish Red Cross, they are able to extend their aid to those whose friends usually regard them as beyond the reach of any aid. And thousands of boys will come out of those camps at the end of the war to thank God that even there the folks at home could still remember them.

The difficulties of managing a great business three thousand miles from its base, with freight and motor transport at an exorbitant figure, and the tonnage situation keeping the supply always a little behind the demand, are great beyond all ordinary experience. The Y.M.C.A., for example, has been accused of overcharging for tobacco, and the like. The truth is that the "Y" never at any time had the slightest thought of making a profit from the canteen; on the contrary, its loss has already run into the millions. Nor was the task underestimated; the man who was sent to France to conduct the soldiers' store was the general manager of one of the largest chains of 5 and 10 cent stores on this side, a $50,000 man, who gave up his business to serve without pay.

This man has made a remarkable record under conditions of extraordinary difficulty; but no man or organisation in the world could have conducted the canteen in France without being subjected to a good deal of criticism. It cannot be explained to each soldier individually that freight charges must be added to the cost of tooth paste and safety razors purchased on this side, and that freight is very high these days; nor that motor transport costs a small fortune, and that conducting a store whose branches are scattered up and down a hundred mile front, divided by shellshot roads, is much more expensive than one in which all the departments are under one roof.

The soldier naturally does not stop to think of all these factors he knows merely that the tooth paste which he has always bought at a certain price on this side costs him more in the Y. M. C. A. canteen, and he wonders if the "Y" is not making a profit on its service to him.

Ninety percent of the criticism of the war work organisations has arisen at this point; and most of it, as Mr. Fosdick pointed out after his tour of inspection, is unjustified. Moreover, with every week the situation as respects the canteen is improving. On August 1 the "Y" consummated an arrangement with the Quartermaster. From that date tobacco and cigarettes, which make up the major portion of the business of the canteen, were bought by the "Y" from the Quartermaster and sold at the purchase price, the "Y" bearing the loss on transportation in France and handling.

As the Quartermaster is billed for the tobacco in France at the same price at which the Government sells it over in this country, this will make it possible for the "Y" to sell smoking tobacco at a little less than the price on this side, and 15-cent cigarettes will sell at 9 or 10 cents.

It costs huge amounts of money to keep the hut, and all the hut means, close to the boys over there. The army is split up into small detachments, scattered through hundreds of French towns and villages, as well as in scores of camps and cantonments on both sides of the ocean. The men are moving constantly. One division in France moved six times in sixty days. As a rule, a move in the field means that one hut must be closed and another opened. It is an expensive business; but no man or woman who has a son over there will want the hut to skip a village where their boy is billeted. No matter what it costs, American fathers and mothers want those boys looked after.

Morale—that factor of which Napoleon said, "It is as other factors in war as three to one," is making its influence felt more and more surely every day. It is for that reason that General Pershing asks for the continued support of these seven great agencies. Because they make for happiness and contentment and confidence; and these qualities in turn make for morale.

That is the first thing to remember, it seems to me—that a contribution to these seven organisations is given as directly to the hastening of victory as though it were put into Liberty bonds. They are the great contributors to morale and morale is winning the war.

And the second interesting thing to me is this—that as a byproduct of the work of these agencies in the war there are developing certain social phenomena that hold great promise for the future of our country.

They are doing great things for the soldiers, these seven unselfish agencies. But the soldiers in turn are doing as great, if not greater, things for them. In the presence of the magnificent outpouring of youthful idealism and sacrifice over there, all differences of creed and dogma seem petty and inconsequential.

Men or women who have seen service abroad in any of the seven agencies come home less sure that all the truth is wrapped up in their single denomination and more reverent than ever before of the good that lies hidden in the soul of even the commonest man.

Last, and most important, the thoughtful American must find himself appealed to by this thought—that for better or worse the destiny of our country lies in the hands of the boys to whom these agencies are ministering. As they are molded in these crucial months, so, in large measure, America will be molded in the years to come.

As I write this I think of the scores of letters from soldiers in France which have come to my desk in the past year—letters filled with gratitude for what these war work agencies are doing. It is on the testimony of those letters for the success of their appeal for further funds that these organisations rely.

★ ★ THE VENUS ★ ★

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Twenty-five Have Been Shot Down By Daring Flyer Within Ten Days

By Henry G. Wales

With the first American Army, Oct. 8.—"The Nut" is what his comrades called Lieutenant Frank Luke, Jr., of Phoenix, Ariz., who destroyed more German aircraft within ten days than any other aviator has ever done.

Luke specialized in balloons, and is officially credited with having set fire and burned eighteen of these captive gasbags, and his comrades asserts that the actual number he destroyed surpasses twenty-five. Beside the drachen, as the enemy calls his balloons, Luke brought down three German aeroplanes which have been officially confirmed and two others which were seen to fall out of control by American observers.

Luke was flying over the front during the "Marne show," as the fighting from the battle of the Bois de Belleau to the final days on the Vesle is called in the army. He did not do much there, engaging in half a dozen scraps and getting in a lucky burst on a Fokker last July, when he believes he sent the enemy plane spinning down to a crash.

Moved Eastward.

Then Luke and the outfit moved eastward to participate in the reduction of the Saint Mihiel salient. That was the first experience Luke had as a "dragon fighter," as his friends called him. He asked on the morning of the beginning of the Saint Mihiel show to be appointed balloon man for his flight, and to be provided with the special bullets that set fire to the gasbags.

He started out over the lines from Verdun northeast with his flight, flying in the wedge-shaped formation which is so difficult to attack and which has revolutionized air fighting. Near Etain he sighted a drachen and dove on it like a hawk. A hail of anti-aircraft machine-gun fire splattered all around him, riddling his wings with tiny, neatly drilled perforations, but the boche observers leaped out of their wicker-work baskets with parachutes and the drachen burst into flames and fell in blazing fragments.

Enthused By Victory

This first victory over a balloon so enthused Luke that he spiralled up to a safe altitude and set sail of the next boche bag. The crew of the windlass saw him coming and pulled down the drachen in time, but he slipped along to the next one and burned it before the observers could signal to be hauled down.

That was just a beginning and every day when it was possible to fly, and there were a number of thick, rainy days when no work was done during that period, Luke was inside the enemy lines after balloons.

Fritz's observation balloons on the Meuse-Moselle front looked like a string of jumping jacks bobbing up and down when Luke went out on the loose after them. The enemy evidently spotted the markings on Luke's machine, a terrier with three rats beside him, and the number painted across the tail, and a blue nose, for they exhibited the greatest nervousness whenever he approached the lines. His activities greatly interfered with the boches' observation, preventing them from staying up long enough to register on their various objectives with their high power binoculars.

Finally the boches became so nervous and hauled down their draschen so fast whenever he appeared that Luke could not find a target. That is when he thought out his famous act, which he described himself as "shooting them in their beds." The observation balloons are not deflated when they are hauled down. They are continually inflated, more and more gas being injected into the envelopes from day to day as it leaks away. The observation balloons are usually kept in well camouflaged positions, often in the center of a wood, or at the edge of some brush. But the positions are always accurately known by either side.

Luke selected a balloon near Mars le Tour for his first victim to be "shot in bed." The observers in this drachen were particularly nervous, leaping out in their parachutes whenever Luke appeared and signaling to be hauled down at the slightest provocation. Luke swung near them and the windlass on the big motor truck coiled up the steel cable and the gasbag was pulled down. Luke kept hovering in the neighborhood, so the truck hauled the drachen off to its bed, the crew assembled, seized the guy ropes and anchored the big bag in its usual nest.

Makes Lightning Dive

Luke flew off to the eastward, then started a long lightning-like dive toward the drachen on the ground. He sped directly over the wood and just as the German machine-guns started spitting at him furiously he let drive with both guns. There was a short, sharp explosion, a puff of black smoke, a flare and the balloon on the ground disappeared. He had shot it in its bed.

Perfecting his method of attack, Luke continued to shoot them in their beds and to turn his machine-guns on the Huns of the crew and to shoot up the big motor truck windlass, dropping small bombs around it whenever he had the chance. Then he flew far inside "Germany," as the aviator calls all terrain the far side of "No Man's Land," and caught the enemy bringing up new balloons to replace those he shot down. He shot up two semi-inflated balloons on trucks as they were being brought up to take the place of two he had shot down the day before.

Luke was always the first pilot off the ground in the morning and the last in at night. He frequently landed long after dark, in the light of searchlights illuminating the field to show him where to come to earth. He said that was the only chance he had left to bag any gasbags, to get them at night when they were up watching gun flashes and thus trying to spot the position of American batteries.

Cuts Leave Short

Finally Luke's commanding officer, Major Hartney, told him he was working too hard and should take a week off and go to Paris. Luke finally agreed to take a rest, and packed his musette and went to Paris. But he reported back to the front on the second following day and insisted on getting back to work.

His commanding officer was insistent on Luke's resting up, so the balloon expert asked permission to make one more flight. It was granted and he flew to the line and shot down two more balloons within two minutes. Then he landed in a field near where an American observation balloon crew was located. From an automobile refilling station near by he obtained gasoline and oil, and the mechanics there helped him turn over the propeller and get started when he flew.

BEAT WIRE WITH WIRE

(From the Worcester Telegram)

Bridges of chicken wire have afforded American soldiers over there the means for getting over Hun hurdles. Probably the boys laughed as they walked along these narrow paths of wire, but if they looked down they saw one of the wonders of Hun ingenuity, which was massed confusion, the chief characteristic of German kultur as the Kaiser admires it. An English war reporter sent the story to the London Press Association: The wire bridges over which the Americans walked across the deepest networks of barbed wire in the Argonne were the most remarkable feature of the fighting there. The boche wiring in the Argonne was almost beyond belief. It was in solid masses, in some places 100 feet deep, interwoven with underbrush and practically impassable. Penetrating the wire in dense woods held up the Americans more than the boche resistance until an already famous engineer colonel gave the matter his attention. Taking rolls of chicken wire, the colonel reinforced it with iron bars and strips of steel. The strips of chicken wire were then thrown over the barbed wire, and the Americans walked across. That may not be the first time men have concluded that a sea of Worcester barbed wire should be bridged rather than removed, to save time, but it is probable that the mass of barbs was more extensive there than anywhere else. In other places the tanks have pushed their steel noses through the mass of barbs, but that was too much for them in the Argonne. The Huns had planned against the coming of the tanks, but they had not stopped the Yankees. There was another way across what men of any other nation would have gone around at the expense of too much time. The Americans went across the Atlantic ocean the same way, with temporary bridges more frail than the chicken wire, considering the width of the ocean and the power of the resisting elements. That is the disposition to which the Imperial Huns are surrendering. They have done their worst and lost.

'BERLIN AVENUE' CHANGED

St. Louis, Mo., Oct. 16.—Without a dissenting vote the Board of Aldermen of St. Louis passed an ordinance changing the name of Berlin avenue to Pershing avenue, as requested by property owners.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

The Hoong On Steamship Co., Ltd.

NOTICE is hereby given that an Extraordinary General Meeting of the above-named Company will be held at No. 8B, Yuen Ming Road, Shanghai, on Monday, the 23rd December, 1918 at 3 o'clock in the afternoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

1. "THAT it is desirable to liquidate the Company, and accordingly that the Company be wound up voluntarily."

2. "THAT Messrs. Seth, Mancell and Co., be and they are hereby appointed Liquidators for the purpose of such winding up."

SHOULD the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting which will be held on Tuesday, the 7th day of January, 1919, at the same time and place.

AND NOTICE is hereby also given that the Transfer Books and Register of members will be closed from the 16th to the 23rd day of December, 1918, both days inclusive. By Order of the Board of Directors.

T. J. ROCHE,
Secretary.

20486

Massage and Swedish Treatments

Expert Masseur, Electrical and Swedish Treatments, by Thos. Burke, London, Eng. Cert. c/o Palace Hotel. Patients visited. The only graduated masseur in Shanghai.

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NOTICE TO SHAREHOLDERS.

As the alteration of our Statutes in accordance with the Resolutions passed at our last General Meeting has been sanctioned by the Government of the Netherlands Indies, the New Companies have now to be registered here and it is anticipated that the scrip will be ready early in January. These Companies will be registered as The Shanghai Loan and Investment Company, Limited, and The Shanghai Exploration and Development Company, Limited.

The Transfer Books of the Company will be closed from the 24th to 31st December, both days inclusive, and the scrip in the New Companies will be issued to those Shareholders on the Register on that date in accordance with the Resolutions.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 22nd November, 1918.

20226

COAL

Our prices for December have been reduced:—

Best House Coal	No. 1	per ton	$26
" " "	" 2	"	24
" " "	" 3	"	22
" Kitchen "	" 1	"	23
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Hongay Anthracite	" 1	"	33
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NOTICE

Owing to the non-arrival of Switchboard Materials for the Expansion of the Central Exchange, which were to have been delivered as far back as 1915, the traffic of the Central Office has become so congested during the busy hours of the day that it is impossible for the staff to render a satisfactory service. The Directors have therefore decided that until further notice no new telephones can be installed in connection with the Central Switchboard.

Such applications as will connect with the other Exchanges, West, East and North will be attended to as usual.

In the meanwhile the Directors will take every possible step to hasten the expansion of the Central Exchange, and having ascertained that material for it can now be obtained have decided to send at once the Company's Engineer-in-Chief home, via America, to see that no time is lost.

By order,
GUSTAF L. OBERG,
Secretary & General Manager.

20392

Chen Chan Tai & Co.

All kinds of new skins and furs have now arrived from their noted places of produce: sable, ermine, otter, beaver, mink, musquash, tiger, leopard, wolf, raccoon, cat (black all over), and naturally black, white, red, and yellow fox skins, etc., all of superior quality and good for gentlemen's and ladies' garments, collars, muffs, etc. Gray, black and white goatskin rugs in large sizes. Our furs are *superior* and *moderate in price*.

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Culty Dairy Company, Ld.

NOTICE is hereby given that the Seventh Annual General Meeting of the Shareholders of the Culty Dairy Co., Ld., will be held at the Offices of the Agents, Messrs. J. P. Bisset and Co., No. 1 The Bund (First Floor) on Monday, 23rd, December, 1918 at 4 p.m.

The Transfer Books will be closed from the 17th to 23rd December, both days inclusive.

J. P. BISSET AND Co.,
Secretaries and Agents.

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RIVAL U.S. DIVISIONS RACED FOR SEDAN

Famous First And Forty-Second Almost Clashed In Eagerness To Gain The Goal

RAINBOWS BARRED THE WAY

Sentinels Held Up Officers Who Attempted To Advance In Front Of Them

By Edwin L. James
(*The New York Times*)

Sedan, France, Nov. 10.—How the Americans reached this historic city is one of the greatest of American war stories. It is that because it illustrates not so much the military science as it does the spirit of the soldiers from the United States, which has been such a large factor in inspiring Germany's desire for peace.

On the night of Nov. 5 the 42nd (Rainbow) Division had halted four or five kilometers south by southeast of Sedan. It was moving forward under orders which gave it a northwestern direction, but with such a latitude as would allow it to reach Sedan did that seem advisable.

The 42nd had outrun its communications, having advanced twenty-five miles and more in five days and driving the enemy across the Meuse. In the meantime, on the theory that the Germans might make a stand on the heights south of Sedan, General Liggett had sent the 6th and 2nd Divisions up on the left to make sure that the Germans had all the fight that they looked for.

To the right the fresh 1st Division had been sent to a point twenty kilometers east of Sedan to try to find a bridge and cross the Meuse. The men had gone mile after mile along the stream, only to find all bridges blown out and the river flooded so that a crossing was impossible.

Rather late on the night of Nov. 5 while still moving northwest in a search for a bridge, the 1st Division reached the area just in front of the 42nd, which was headed northwest.

The sentinels of the 42nd at once stopped the 1st Division, demanding where it was going. It first replied that it was moving under sealed orders and would not tell the Rainbow officers what its destination was.

Communications were poor and the situation could not be cleared up by telephone.

Rivalry Spreads To Ranks

An all-night discussion of the military situation ensued, in which some attention was paid to the rivalry between the two crack American divisions.

The 42nd Division could not decide whether its instructions permitted it to allow the 1st to pass in front of it, and the 1st could not decide whether its orders instructed it to disregard the 42nd.

This debate was not confined to the higher officers, but spread to the doughboys. One detachment of the 1st Division, patroling in front of its line, found General Douglas MacArthur of the 42nd reconnoitring in what these men said was their territory. The patrol promptly took him and his orderly in custody and marched them back to headquarters, reporting that, judging from General MacArthur's distinctive cap, he was a German officer.

When the dawn of Nov. 6 came the officers of the 1st Division announced their intention of proceeding in a northwesterly direction in search for a bridge.

At this same time the 42nd's officers, actuated, of course, by no spirit of rivalry, decided that the best thing was to advance on Sedan.

By the time the detachments of the 1st Division were ready to start the 165th Infantry (former 69th) and 166th Regiment were on their way.

The German rear guards in the path of the rivals were quickly despatched. Both divisions participated in the fighting at Vladimcourt and on the heights south of Sedan, and at 4 o'clock in the afternoon the Americans entered the southern part of Sedan.

Far be it from me to say whether the men of the 1st or the 42nd got there first. One cannot find out by asking either division. I may only set it down that official betting at army headquarters favors the Rainbow.

But while the 1st and the 42nd Divisions were racing for Sedan, a French division which had been ordered by General Gouraud to proceed to Sedan found the only usable highway blocked by the hurrying Americans who entered there first.

French Now Hold Sedan

To add to the thoroughness of the exploit, the 2nd Division sent back word late that night that it also had reached Sedan, having moved up along the Meuse, knowing that it had considerable rivalry for the honor.

The Americans have all been withdrawn now from Sedan, leaving it to a French division, except that for courtesy, sentiment, or some other reason one company of Americans is there with the French troops.

If one does not want to start an argument one will not do what I did—ask the headquarters of the 1st and 42nd Divisions which got to Sedan first. I asked a very diplomatic Colonel attached to the headquarters of the army to tell me which it was. His reply was:

"You may say safely that the First American army reached Sedan first."

One may add that this race was not due to any one's fault or any mistake. It was an entirely proper thing, for the army's orders were to pursue the enemy with all vigor back to the Meuse, and other orders stated that strict sector lines might be disregarded if the exigencies seemed to require.

Whatever may be said in the years to come about which division got to Sedan first, one may safely say that if the entire Fifth German army had tried to hold the heights south of Sedan it would have had a great struggle with the following regiments: The 165th, 166th, 167th and 168th Infantry of the 1st Division, and the 5th and 6th Regiments of Marines and the 9th and 23rd Infantry of the 2nd Division.

The regiments of the 6th Division were right behind these if they were needed.

I reached Sedan after overcoming the worst transportation difficulties ever put in front of our army by the foe. Every bridge and every culvert had been blown out, and where there were no bridge or culverts the retreating enemy blew out stretches of road. One stretch of 200 yards had nine mine holes, each of which was big enough to hold a house. Our engineers by rushing work bridged these holes, but it was a formidable task.

White Flags Protected Germans

Nothing could better tell the story of the great battle since Sept. 26 than the trip I took. Down around Varennes, on the remnants of the old Hindenburg Line, there is hardly an inch of the terrain but is torn by shellfire. Up at Grand Pre all is desolation. Of the once pretty villages only mounds of stones remain. At Buzancy the destruction decreases. Then when one reaches Tannay and Chemery, towns practically untouched by shellfire, he finds civilians standing on the sidewalks, watching the Americans with wide-open eyes. From Chemery, up to the time when the advance started on Nov. 1 and it became apparent that the Americans would reach villages holding civilians, the Germans sent word that white flags would be hoisted over every house holding citizens, and that if we wished to avoid killing civilians we would not fire on those houses. The Americans stopped fire, in accordance with this notice. This accounts for the untouched villages.

It now develops that the Germans hoisted white flags on some places forty-eight hours before they left, thus protecting themselves unfairly. At Maisoncelle the Mayor, M. Didaut, said that a German Major ordered him to hoist white flags over the village before they left, but he refused, tearing down the white flags which the Germans put up. It was not until the Germans had left, that he allowed the white flags to go up.

The Germans took everything of value out of all the villages, but did not take any of the civilian population, as they did in Flanders and other parts of Northern France.

Several civilians told me what hard masters the Germans were. All were forced to work for the enemy twelve hours daily, from 7 a.m. to 7 p.m. To be late would mean a fine.

In this section women of refinement and wealth were forced to work in the fields. All men, women, and children were paid 10 sous a day. If it rained, those working in the fields were not allowed to seek shelter. Women with young children were forced to work with the others.

Attempts had been made during the four years to teach the children German, soldier schoolmasters being installed in their schools. This met with very little success.

Sedan Found Little Damaged

As for Sedan, the city was in very good condition with the exception of damage caused in the northern part by the fires the Germans had set two and three days ago. Bridges are being built across the river. Civilians who have swum across the river at night say the Germans have moved into the hills north of the city. No shells are falling in Sedan, although the road from Frenois down into the city is being swept spasmodically by fire from machine-guns and small field guns. There has been practically no fighting in the city, and the Allied plan is to avoid that if possible.

The Germans two weeks ago directed all civilians to leave, but they refused, saying that they would stay until the Allied soldiers had come. There are said to be about 5,000 civilians in the city, who are now literally in No Man's Land.

In these days of great Allied victories the French rate at full importance the reaching of Sedan, so full of historic interest for them.

316 APPLE PIES IN A SINGLE DAY

Three Salvation Army Lassies Establish Enviable A.E.F. Record

(*From The Stars and Stripes, Paris*)

Utilising an ordinary army field range and oven, three Salvation Army lassies at A. P. O. 702 established a new pie-baking record for the A. E. F. by turning out 316 apple pies in one day.

The pies were like mother or wifey back in the good old U. S. A. is still baking—rich, heavy with aromatic juices and tantalisingly flavored with spices. The pie-baking championship of the Salvation Army overseas contingent was formerly held by the women workers in a hut near the firing line, who baked 235 pies in a day.

The women who baked the pies at A. P. O. 702 are Captain Griselda Rapson of Wisconsin, Envoy Mae Morton of Utah and Miss Mary L. Billings of New York.

Any army cook will tell you that he can bake 60 or 70 pies for one meal, blindfolded and with shackles on his wrists, but when three weak women can bake 316 pies (double-deckers at that) without relief, and every pie a masterpiece, the cooks say they doff their overseas to the Salvation Army lassies.

To give an idea of the magnitude of the task, the labor involved and what that poor field range had to contend with, the Salvation Army record shows that in baking those 316 articles de cuisine, the following quantities of the various ingredients were used:

One hundred and fifty pounds of flour, 48 gallons of apples, 58 pounds of lard, 100 pounds of sugar and two pounds of cinnamon.

TO STUDY FOREIGN POSTAL SYSTEMS

Peking, December 6.—The School of Posts and Telegraphs, which is conducted under the auspices of the Ministry of Communications, is about to send a number of its students abroad for post-graduate study in matters relating to foreign postal and telegraphic systems.

Four especially selected students of the school will set out for the United States some time next January; four more students will go to England at the same time; and a further group of six students will leave for Japan within a few weeks.

LIFE

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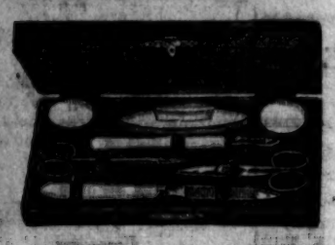

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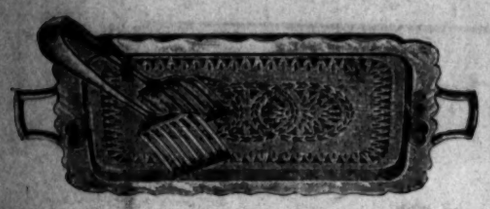

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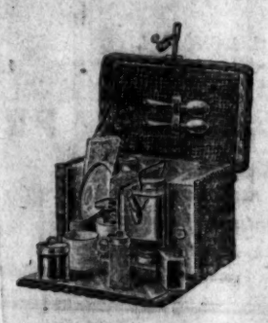

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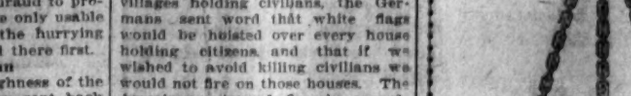

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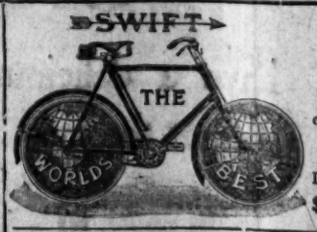
Best American Make.
200 Volts, Weight 3 lbs.
Price $9.50



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Sterling Silver in Case
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Strops itself without removing.
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Extra Strops Price $1.25 each
Blades Price $1.50 packet of 6
,, ,, 2.50 ,, ,, 12

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In Leather Case as Sketch
Razor, Blades, Soap, Brush.
$12.50
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In Finest Quality Leathers.
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TELL OF JEWS' PART IN CONDUCT OF WAR

American Committee Points Out That 200,000 Serve In United States Forces Alone

ASK GUARANTEES IN POLAND

Treaty Providing For Equality Of All Inhabitants Not Sufficient

New York, November 11.—A report of the war activities of the Jews, with a summary of political conditions affecting Jews in European countries, was presented yesterday at the twelfth annual meeting of the American Jewish Committee in the Hotel Astor. Louis Marshal presided, and in presenting the report it was pointed out that the committee was established in 1906 "to prevent the infraction of the civil and religious rights of the Jews throughout the world."

The report said that from 150,000 to 200,000 Jews were serving in the army and about 20,000 in the navy and Marine Corps. The records of about 65,000 have been classified, and of that number 4,910 are commissioned officers. Up to November 1 there were 2,502 casualties among the Jews whose names had been classified, or about 3.9 percent. It is pointed out also in the report that while the infantry comprises about 44 percent of the total strength of the army the percentage of Jews in that arm is about 69.

"The committee also prosecuted the correlative task of guarding the rights of the Jews by combatting all manifestations of racial or religious discrimination," said the statement of the committee. "In the course of this activity the committee had correspondence with almost every branch of the Government and all the authorities exhibited every disposition to have the matters complained of fairly and justly settled and recurrence of them made impossible."

In its report upon the political conditions in Europe the committee pointed out that it had covered the countries that were "the homes of 10,000,000 of the 15,000,000 Jews of the world." The report praises the approval of the British Government given to the plan to establish in Palestine "a national home for the Jewish people," and reviews conditions in Russia, Ukraine, Poland, Rumania, Courland, Lithuania, Servia, Greece and Turkey.

Suffer Under Bolshevism

In Russia the Bolsheviki have substituted an economic persecution for the religious persecution of the Tsars, the report says. In speaking of the machinations of the Bolsheviki and the attitude of the Russian Jews toward them it says:

"Although a large number of the Jews in Russia are the victims of the Bolsheviki, a great proportion being engaged in trade and the professions and thus coming under the ban of the Bolsheviki, yet because several of the leaders of this group are Jews, the impression has been created in many quarters that the Jews of Russia are overwhelmingly identified with the Bolsheviki and their excesses. From information which your committee has been able to secure of the state of affairs in that distracted country it can say with confidence that this report is entirely unfounded and that the Jews of Russia to an overwhelming extent are ranged on the side of those who are struggling for the restoration of decency and order and who are patriotically striving to deliver Russia from its present unhappy condition."

It will not be sufficient for the security of the Jews in Poland, the report says, if the Allies, in establishing the sovereign State, "merely make stipulations for the equality of all inhabitants, in a treaty or protocol." The report adds that some effectual guarantee must be added to the stipulations of the Polish charter. It continues:

"Will the new Poland be controlled by enlightened and broad-minded men who will administer it as a great civilized State upon the basis now recognised to be the foundation of all modern civilised nations, or will the new State prove victim of those extreme Chauvinists whose motto has been publicly proclaimed as 'Poland for the Poles,' and who propose to arrive at this ideal by seding half of the Jews of Poland to America and half to Palestine?"

Problems In Rumania

A parallel of the possible status of the Jew in Poland is found in Rumania, the report says in pointing out that the Rumanian "oligarchy found no difficulty in circumventing the provision of the treaty of Berlin guaranteeing civil and political equality to all inhabitants irrespective of creed." The recent treaty of Bucharest provided for the naturalisation of Jews born in Rumania, but the report asserts that the difficulty in the claiming of citizenship was that birth registrars there were not kept before 1866 and were irregular until 1880, so that Jews more than 15 years old whose parents were born in the country could not claim privileges of citizenship.

The probable addition to Rumania of the territories of Bessarabia, Transylvania, and Bukovina will increase the difficulties, and the report adds: "The Rumanian Jewish question is likely to assume the magnitude of the Polish Jewish question, and its solution in both cases must be the same—treaty stipulations and guarantees of their observance."

Louis Marshall was re-elected President of the committee, with Dr. Cyrus Adler and Julius Rosenwald as Vice-Presidents. Abram I. Elkus and Albert D. Lasker of Chicago were elected members of the Executive Committee, on which are Dr. Cyrus Adler, Judge Mayer Sulzberger, Louis Marshall, Jacob H. Schiff, Oscar S. Straus, Cyrus L. Sulzberger, Samuel Dorf, Professor Jacob H. Hollander, Isidor Sobel, Colonel Harry Cutler, A. Leo Weil, and Julius Rosenwald.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sui yang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyi left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachan Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Kaifon will leave Hongkong for Shanghai today.

The I.-C. s.s. Luenli will leave Hankow for Shanghai today.

The Blue Funnel s.s. Polyphemus (European Line) left Hongkong for Shanghai at 3 p.m. on Thursday.

The M.M. s.s. Nera with the French mails of November 5, 1918, left Colombo for Shanghai on Monday, December 16, and maybe expected to arrive at Shanghai on anuary 3, 1919.

The T.K.K. s.s. Shinyo Maru (Pacific Line) left Hongkong for Shanghai on Wednesday and is due at Woosung early this morning. The tender conveying inward passengers may be expected to reach the Customs Jetty at 10 o'clock. She will be depatched for San Francisco via Japan ports and Honolulu this afternoon and the tender conveying mails and passengers on board the steamer will leave the Customs Jetty at 3 o'clock.

The I.-C. s.s. Suio will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poying will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Gungking will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Singan will leave Hongkong for Shanghai on Tuesday.

The M.M. s.s. Sphinx with the French mails of November 23, 1918, left Singapore for Shanghai on Friday and may be expected to arrive on December 31.

Passengers Arrived

Per C.N. ss. Tatung from Hankow: Mr. and Mrs. Trumper.

Per C.N. ss Tungchow from Tientsin: Messrs. Ruzin, Chevenet, Master and Y. Dume; from Chefoo: Miss Jorgensen, Mr. E. Wellbelone, Mr. and Mrs. Miedm Trudinger, Mr. & Miss Wills, Mr. and Mrs. Marthand and 2 French Fathers; from Weihaiwei: Mr. and Mrs. Hughes.

Per C.M. s.s. Kiangwah from Hankow: Mr. and Mrs. Awen.

Per C.M. s.s. Kiangteen from Ningpo: Mr. and Mrs. Redfern.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Gun	Max	Commander
WTW	———	———	Snipe	Br. g-b.				
M.M.B.	Oct. 10	———	Villalobos	Am. g-b.				
W.T.W.	———	———	Nightingale	Br. g-b.				
P&OBI	Oct. 18	———	Sel. Caboto	It. g-b.				
———	———	———	Kiangsi	Chi. g-b.				
———	———	———	Litchoan	Chi. g-b.				
———	———	———	Taoutai	Chi. cr.				
———	———	———	Kansien	Chi. g-b.				
———	———	———	Lienkien	Chi. g-b				
———	———	———	Houpong	Chi. g-b.				
BNB	Nov. 8	———	Kinsha	Br. g-b.				
———	Nov. 15	———	Chiensa	Chi. g-b.				
———	Nov. 11	———	Fukong	Chi. g-b.				
SP	———	———	Sumida	Jap. g-b.				
———	Dec. 21	———	Quiros	Am. g-b.				

Sailed from Shanghai

For San Francisco
Siberia Maru ..... Nov. 17
China ..... Nov. 24
Tenyo Maru ..... Nov. 30
Colombia ..... Dec. 7
Tamaha ..... Dec. 9

For Seattle
Suwa Maru ..... Nov. 29
Fushimi Maru ..... Dec. 21

For Tacoma
Andes Maru ..... Nov. 9
Justin ..... Nov. 8
Grayson ..... Nov. 26
Africa Maru ..... Dec. 5

For Vancouver
Stanley Dollar ..... Nov. 14
Harold Dollar ..... Nov. 17
Madras ..... Dec. 1

For London, etc.
Shidzuoka Maru ..... Nov. 15
Aki Maru ..... Nov. 22

For Liverpool
Stentor ..... Dec. 13
Kaga Maru ..... Dec. 15

For Marseilles:
Shinfuku Maru ..... Nov. 26
Taisoku Maru ..... Dec. 10
Itsukushima Maru ..... Dec. 14
Adrien Badin ..... Dec. 18

For Bombay
Hejaz ..... Dec. 7
Dunera ..... Dec. 8

For Calcutta
Nizam ..... Dec. 15

For Saigon
C. of Portland ..... Dec. 12

For Java Ports
Tjikini ..... Dec. 12
Tjimanoek ..... Dec. 12

Siccawei Weather Report

20.—After a noticeable improvement during a great part of the day, the weather becomes again very cloudy during the evening when the high pressures invade Korea and the yellow sea with a tendency to form a secondary anticyclone in the North East of Shanghai. A narrow depression is still lying in Chekiang, and in Kiangsi.

21.—Strong ENE disturbing again the unsteady atmospheric equilibrium of our regions. Some more rain at Shanghai.

Saturday, December 21, 1918.

Weather	4 A.M.	9 A.M.
Bar. at Centg., mm.	763.60	766.14
Bar. at Centg., inches.	30.07	30.16
Variation for mm 24h	—2.47	†0.35
Variation for mm 12h	†1.33	†3.87
Wind—Direction	WNW	NE
Wind—Kilom per hour	25	15
Wind—Miles	15.5	9.3
Temperature—Cen	9°6	10°1
Temperature—Fah	49.3	50.2
Humidity co:	99	99
Nebulosity 5-10	10	10
Rainfall mm	1.2	0.3
Rainfall inches	0.05	0.01

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'XMAS DINNER
Wednesday, December 25th
$2.00 per cover $2.00

MENU

Hors d'Oeuvres Varies.
Shrimp Cocktail.
POTAGE
Montebello, Clear Turtle.
FISH
Lobster au Marigue. Sole à la Nantan.
ENTREE
Filet de Boeuf à la Wellington. Lorette Potato. French Beans.
GIBIERY
Quail in Caisse aux Champignons
SALAD
Asparagus Vinaigrette.
PUNCH
Champagne Astor-Grill
JOINT
Roast Quarter of Lamb.
VEGETABLES
Saratoga Chips. Biegnets de Celery.
POULTRY
Roast Turkey, Chestnut Dressing. Cranberry Sauce, York Ham. Boiled Potatoes, Baked Pumpkin. Combination Salad.
ENTREMENTS
English Plum Pudding, Brandy Sauce.
Peaches Bombe à la Venetienne. Christmas Cake.
SAVOURIES
Filet de Harengs au Fromage.
DESSERT
Cheese, Fruits, Nuts, Café Noir.

Making Sure of Baby's Health

It is widely known that dairy milk carries germs of diseases, and so serious is the danger of infection that medical specialists repeatedly utter strong warnings. How readily young babies fall victims can well be understood.

The 'Allenburys' Foods provide the requisite nourishment in a pure and portable form free from germs.

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If you buy Cigarettes for the pleasure you derive from smoking them, the supreme test must be the quality, in other words, the flavour and mildness.

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That the Melkonian Egyptian Cigarettes have in less than a decade wrested the premier position from their opponents, is sure proof of their superiority.

Brands	Retail
Amon Re	$3.00
Horus	$2.50
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Accurate lens grinding. Sun Glasses and Goggles.
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For extreme perspiration of forehead, armpits, hands and feet. Makes Dress Shields unnecessary.

MUM
A delicate Deodorant. Neutralizes all body odors.

POMPEIAN NIGHT CREAM
For use after the Dance. It nourishes the skin during sleep, keeping it soft and healthy.

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Chinese and Foreign Banking Announcements

Exchange and Bullion

Shanghai, December 21, 1918.

Money And Bullion

Sovereigns: buying rate.
@ 5/1½ = Tls. 3.90
@ exch. 72.6 = Mex. $5.37

Gold Dollars: Bank buying rate.
@ 122 = Tls. 81.97
@ 72.6 = Mex. $112.91

Mex. Dollars Market Rate: 72.375
S'hai Gold Bars, 978 touch Tls. 255
Copper Cash ..... per tael 1328
Native Interest ..... Tls. .10

Latest London Quotations

Bar Silver ..... 48 1/16d.
Bank Rate of Discount 5%
Ex. Paris on London ... Fr. 25.98½
Ex. N. Y. on London T.T. G.$4.76½

Exchange Closing Quotations

London ..... T.T. 5/1½
London ..... Demand 5/1½
India ..... T.T. 341½
Paris ..... T.T. 666
Paris ..... Demand 669
New York ..... T.T. 122
New York ..... Demand 122½
Hongkong ..... T.T. 65½
Japan ..... T.T. 43
Batavia ..... T.T. 289½
Singapore ..... T.T. 46½

Banks Buying Rates

London ..... Demand 5/3½
London .... 4 m/s. Cdts. 5/4
London .... 4 m/s. Docy. 5/4½
London .... 6 m/s. Cdts. 5/4½
London .... 6 m/s. Docy. 5/4½
Paris ..... 4 m/s. 697
New York .... o/d Docy. 123½
New York .. 4 m/s. Docy. 126½

Roubles Exchange

Today's Bank Buying Rate For Roubles

Roubles 1,200 ..... = Tls. 100
Roubles 100 ..... = Mex. $11.50

Customs House Exchange Rates For December

Hk. Tls. 3.52 @ 5/1½		£1
„ 1 @ 1.50	Mex.	$1.50
„ 1 @ 663	Francs	7.39
„ 0.74 @ 121½	Gold	$1
„ 1 @ 43½	Yen	2.54
„ 1 @ 15	Rupess	4.26
„ 1 @ —	Roubles	—

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Reserve Fund	2,000,000
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Sir Duncan Carmichael.
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W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.

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Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

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Interest allowed on Current Deposit Acounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

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Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

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Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

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This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

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Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
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General Manager, A. J. Pernotte.

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London City & Midland Bank Ltd.
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In Italy: Banca Commerciale Italiana
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G. LION,
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Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2s.	$15,000,000
Silver	19,500,000
	$34,500,000
Reserve liability of Proprietors	$15,000,000

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	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

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Paris office: 9, Rue Boudreau.
London office: 64 Old Broad St. E.C. 2.

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Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

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Capital	$541,000.00
Reserve Fund	$11,000.00
Deposits (June 30, 1918)	$2,688,000.00

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Credits granted on approved securities. Bills discounted.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Every description of Banking and Exchange business transacted.

Interest allowed on Savings Accounts at 4% per annum.

Pocket Saving Banks.
Safe Deposit Boxes.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidental Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.80
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu.	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Twingtau	Yangchow	Chungking

SHANGHAI BRANCH.
2 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Account and Dollar Current Account at 2 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG,
Manager.
Shanghai, 1st Nov., 1918.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin
Alexandria, Cairo (Egypt,) and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 24,300,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	Los Angeles	S. Francisco
Buenos Ayres	London	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonoseki
Dalny	Mukden	Singapore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kaiyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau
		Vladivostock

SHANGHAI BRNANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Asst. Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	U.S. $6,500,000
Undivided Profits	U.S. $1,713,000

H. T. S. Green,
President & General Manager.

London Office:
26 Bishopsgate, E. C.

San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore,
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Iacoris, Santiago, Perto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Cnos, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, So Paulo Valparaiso.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opend and Fixed Deposits taken on rate that may be ascertained on appliction to the Bank.

H. C. CULLAND,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls.	4,000,000
Paid-Up Capital Sh. Tls.	2500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars acording to arrangement.

H. G. MARSEALL,
Chief Manager.

MITSUI BANK, LTD
SHANGHAI BRANCH
3 Foochow Road

Capital (Paid-up)	Yen 20,000,000
Reserve	Yen 13,950,000

Head office: Tokio, Japan.

President: Baron Takayasu Mitsui

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Kukagawa (Tokio), Otaru.

Bankers:
London: Messrs. Barclays Bank, Ltd. The London City and Midland Bank, Ltd.
New York: The National City Bank of New York. The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

I. KENJOH, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	659,000

HEAD OFFICE 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. HEATH
Manager.
26 The Bund.

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1918.

Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
60 Branches and Agencies at principal commercial places in China

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Hanager,
Y. M. CHIEN, Sub-Manager.

SUMITOMO BANK, LIMITED
SHANGHAI BRANCH
N. 1 Kiukiang Road.

Capital	Yen 30,000,000
Reserves	Yen 4,650,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Important places in Japan
London, New York, San Francisco Seattle, Honolulu, Bombay and Hankow.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Telephones:—
Central 2318 Manager.
Central 2350 General Office.
Central 2356 General Office.
Central 4668 Compradore.
Central 4621 Night only.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	266,000.00

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
D. C. Yang, Sub-Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondeents at the principal placies in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in tales and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

R. G. J. WINBERG,
Manager.

THE EXCHANGE BANK OF CHINA
SHANGHAI BRANCH.
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital	Yen 10,000,000
Head Office	Peking.

Registered in the Ministry of Finance.

General Banking Business of Every Description Transacted.

Foreign and Domestic Exchange Business a Specialty. We issue Demand Draft, T/T, Letters of Credit Buying and Selling Specie, Etc., Etc.

Foreign and Domestic Commercial Papers and Bills Discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YOA YU,
Manager.

CHUNG FOO UNION BANK

(Established in 1917.)

Statutes approved by the Government in 1916.

Head office: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
	Tsinkiangpu

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokio, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH.
8,441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
F. D. ZAR, Sub-Manager.
Tel. Central 2618 General Office.

FINANCIAL AND COMMERCIAL NEWS

Stock Exchange Transactions

Shanghai, December 21, 1918.

TODAY'S QUOTATIONS

Official

Kungyik Cotton Tls. 15.00
Langkats Tls. 22.00
Yangtszepoo Cotton (Ord.) Tls. 7.90

Sharebrokers' Association Transactions

Shanghai, December 21, 1918.

BUSINESS DONE

Unofficial

Shanghai Docks Tls. 135.50 cash
Langkats Tls. 22.00 cash
Langkats Tls. 21.50 cash

Share Market

Messrs. J. P. Bisset and Co., write as follows in their weekly report:

In view of December Settlement Day taking place on the 20th inst. the energies of brokers and clients alike have been devoted to adjustments and clearances of forward transactions. Very little new business has passed during the week, and prices remain steady at approximately last week's quotations. There seems no doubt that the December Settlement, which is the largest for several years, will pass off smoothly and without special difficulty.

Following is the cash business recorded:

December 13.—Culty Dairy Tls. 11. Kungyiks Tls. 14.80. New Engineerings Tls. 25. Sumatras Tls. 112½. Shanghai Cottons Tls. 140.

December 14.—Shanghai Docks Tls 138½ December. Telephones Tls. 79.

December 16.—Chemors Tls. 1.02½.

December 17.—Anglo-Javas Tls. 7¼. New Engineerings Tls. 25¼. Oriental Cottons Tls. 58.50.

December 18.—Langkats Tls. 22. L. K. Mows Tls. 125. Oriental Cottons Tls. 58. New Engineerings Tls. 25. Shanghai Lands Tls. 69.

December 19.—Ewo Cottons (ord.) Tls. 135. L. K. Mows Tls. 125.

U. K. METAL MARKET

Reuter's Service

London, December 17.—Today's Metal prices were:

	£	s.	d.
Standard Copper G. M. B. f. p. b.	112	0	0
American Electrolytic 99 90% Copper f.o.b.	135	0	0
Lead "E. S." c.i.f. per ton	Nominal		
Soft Lead "Spanish" f.o.b.	40	0	0
Quicksilver, second hand ex warehouse f. o. b. (£7-extra in flask)	21	10	0
Muntz Metal, f.o.b London or Liverpool (less 2½%)	Nominal		
Standard Tin (cash)	269	15	0
Spelter (ordy. soft) f.o.b.	51	0	0
Galvanised Sheets 24 gauge f.o.b.	31	0	0
Standard Tin (3 months)	268	15	0

COTTON MARKET

Reuter's Service

London, December 17.—Today's Cotton prices were:

Egyptian Fully Good Fair Sakellaridis	27.30d.
M. G. Fine Scinde and Bengal	15.41d.
Good Middling Texas 1 1/16 inch staple	21.80d.

Rubber Outputs

	Oct.	Nov.
Alma	32,000	32,500
Amherst	5,400	5,660
Anglo-Dutch	61,000	61,000
Anglo-Java	177,000	173,000
Ayer Tawah	24,000	24,300
Batu Anam	26,700	20,431
Bukit Toh Alang	11,244	11,500
Bute	14,800	16,027
Chempedak	8,700	9,500
Chemor	19,854	19,131
Cheng	17,433	16,578
Consolidated	44,287	54,224
Dominion	36,936	31,006
Gula Kalumpong	66,000	86,500
Java Consolidated	59,000	62,000
Kamunting	20,414	27,395
Kapala	12,410	11,871
Kapayang	—	—
Karan	7,400	7,680
Kota Bahroe	30,245	30,408
Kroewoek	46,000	50,000
Langkat	71,986	—
Padang	22,806	25,000
Permata	5,602	6,934
Pengkalan	15,647	17,695
Repah	16,000	18,000
Samagaga	15,100	—
Semambu	14,042	10,706
Soo Kee	—	—
Senawang	44,200	*33,176
Shanghai-Malay	—	—
Shanghai-Kiebang	12,537	12,270
Shanghai-Kelantan	15,500	8,500
Shanghai-Seremban	11,038	12,137
Shanghai-Pahang	9,017	12,094
Shanghai-Sumatra	61,150	52,960
Sua Manggis	—	—
Sungala	8,555	11,291
Sungei	20,050	22,071
Tuiping	10,625	13,510
Tanah Merah	29,900	31,500
Tebong	60,000	75,000
Ulobri	5,726	5,295
Ziangbe	61,000	60,630

*Decrease due to excessive rains.

Shanghai Piece Goods

Messrs. Noel, Murray and Co., Ltd., write as follows in their report:

Cotton

On the 12th inst., the quotations for American cotton in Liverpool were 21.40d. for Spot Good Middling Texas, 18.42d. for January and 16.74d. for March, 68 points down from the previous week. Bengals and Egyptians were without change at 15.29d. and 27.56d. The closing prices in New York on the 17th were 51 points up at 26.90 cents for January and 25.87 cents for March. The Bureau's final estimate of the crop, issued on 12th inst., was 11,700,000 bales (ex linters). The market in Bombay has revived considerably, and Broach cotton is now quoted at Rs. 605 per candy.

Yarn.—Of Indian sorts, 606 bales have been sold this week at cheaper prices. In Bombay, trade is reviving and yarn values have picked up Rs. 50 to Rs. 75 a bale, which brings them above our level once more. Japanese yarn is rather weaker and 1,000 bales have been traded. More attention has been paid to Local Spinnings and we give below details of 8,300 bales sold. The market is a little more settled, now that cotton seems to have touched bottom.

Auctions.—24,087 pieces were sold this week, Grey Shirtings showing some improvement in the heavier weights, and the higher priced White Shirtings advanced one to two mace. Irishes, Bleached T-Cloths and Sheetings were firmer but Jeans went back in price. Most of the Turkey Reds held their place or did better, but a few of the weights were not in demand. Fast Black Italians showed considerable strength, especially at today's sale, but it is becoming apparent after a good trial, that the 60 yard cloths are not popular, they are too much for the smaller shopkeepers to buy and are now being depressed by the dealers who often call out "60 yard no wanchee!" Fancies and Venetians were not too strong although some of the latter did better at Yuen Fong this morning.

Cotton Yarn

Indian.—Spot transactions this week total 606 bales, as follows: No. 10s. 75 bales Pabancy (Mule) and 75 bales Swan Tls. 135.00, for River Ports. No. 12s. 236 bales Currimbhoy (Mule) Tls. 140.00 and Dawn Tls. 146.50, for Tsingtau. No. 20s. 200 bales Hope Tls. 150.00 for Kiangse.

Japanese.—1,000 bales have been sold and the details are as below: No. 16s. 300 bales Standing Horse Tls. 166.00. No. 20s. 690 bales Red Fish Man Tls. 155.00 and 5 Joss Tls. 160.50. The Osaka Sampin Exchange's rates at the close, were: Yen 355.00 for the current month, Yen 346.10 for January, Yen 338.70 for February, Yen 329.90 for March, Yen 322.00 for April and Yen 319.00 for May.

Local.—8,300 bales have been sold of these as under: No. 16s. 1,000 bales Flying Horse Tls. 143.00, 1,300 bales Man and Bell Tls. 144.00, 1,500 bales Sycee Tls. 146.00, 1,300 bales Red Round Dragon Tls. 148.30/148.50 1,200 bales Pagoda Tls. 152.00 and 1,000 bales Water and Moon (Heavy) Tls. 152.00 (ex. com.). No. 20s. 1,000 bales Water and Moon (Heavy) Tls. 160.00 (ex. com.). In the retail shops prices have tended downwards those now current being: No. 10s. Tls. 129.75, No. 12s. Tls. 132.75/137.75, No. 14s. Tls. 140.75/153.75 and No. 16s. Tls. 149.75/159.75.

China Cotton.—The market was firmer at the close yesterday and prices show an advance of ½ to 1 tael: Tungchow Tls. 29.00, Talchong Tls. 28.00, 4 Chop Tls. 27.50, Best Steam Ginned Tls. 27.80, Shanghai Ordinary Tls. 27.25, Northern Seed $14.70 and Southern Seed $14.20.

MONEY MARKET

Reuter's Service

London, December 17.—Today's rates and quotations were:

Consols, 2½% for a-c	£59½
French Rentes 3% for a-c	Frs. 62¼
Cheques on London at Paris	Frs. 25.97½
Telegraphic Transfers on London at New York	G.$4.76½
Japanese 4% Bonds	Y.84
Rupee Paper, 3½% Loan 1854/55	Rs. 53½
Bar Silver	48 7-16d.
Bank Rate of Discount	5%
Market Rate of Discount (3 month's Bank Bills)	3½%
Exchange Hongkong (Document Bills at 60 days)	3/4¼
Exhange on Shanghai (Document Bills at 60 days)	5/1½
Hongkong and Shanghai Bank Shares	£98 0s. 0d.
Shell (ord)	£ 6 8s. 9d.
Indos Pref.	£ 4 12s. 6d.
Indos Def.	£ 3 1s. 6d.

LONDON RUBBER MARKET

Reuter's Service

London, December 17.—Today's Rubber prices were:

Plantat'n First Latex Crepe:
Spot, 2s. 3d. paid.
April to June, 2s. 3¼d. sellers.
Tendency of market, firmer.

Previous quotation, London, December 17:
Spot, 2s. 3⅛d. paid.
April to June, 2s. 2 2-4d. paid.
Tendency of market, firmer.

Singapore Rubber Auction

Singapore, December 4 and 5.—Following were the prices realised at our auction this week:

	Singapore per lb. Cents.
Sheet	
Smoked Fine Ribbed	74/68
Smoked Good Ribbed	71/50½
Smoked Fine Plain	Nil
Smoked Good Plain	52/49
Unsmoked Fine Ribbed	Nil
Unsmoked Good Ribbed	Nil
Unsmoked Fine Plain	Nil
Unsmoked Good Plain	49½
Cupwashing	42/37
Crepe	
Fine Pale Thin	75/71
Good Pale Thin	71/63½
Good Pale Blanket	57/54
Good Brown Blanket	50/46½
Fine Brown	54/46
Good Brown	47/39
Good Dark	38½/30
Barky	30½/23
Scrap	
Virgin and Pressed	31/24½
Loose	26½/21
Sheet	

London quotation: Fine Pale Crepe 2/4½.

Fine Ribbed Smoked Sheet 2/4.

Catalogued for sale: 3,544,327 lbs. (about 1,582 tons).

Sold 1,510,639 lbs. (about 675 tons).

Our auctions started yesterday morning very dull with only a few buyers operating. The market improved slightly during the day, but the demand was very erratic, and large quantities had to be withdrawn for want of offers.

Fine Ribbed Smoked Sheet sold yesterday between 68 and 73 cents. This morning 74 cents was reached for two lots, but thereafter the price dropped steadily to about 71/70 cents. The average price may be given as 72 cents.

Fine Pale Crepe sold both days between 71 and 75 cents, but was rather steadier on the second day. Average 72½ cents.

The top-prices show a decline on the week of 1 cent.

Good Ribbed Smoked Sheet and Good Pale Crepe met with less competition and were on an average 2 cents cheaper. A great many lots were bought in owing to high limits.

There was hardly any demand for Plain Smoked Sheet or Unsmoked Sheet of either description.

Clean parcels of Brown Crepe were wanted at about same prices as last week, while specky Brown and Dark Crepes on an average were 2 cents lower. Barky Crepes were difficult of sale, and show a decline of about 5 cents. A few lots of Scrap changed hands at above prices.

At the close of the sale this afternoon, the market was very easy with hardly any demand. The tendency is, however, still uncertain.

Meyer and Measor.

Hongkong Share Market

Messrs. Moxon and Taylor write as follows in their weekly report:

Since our last report the market has firmed up considerably and our liquidations for settlement may be said to be over. Shanghai has also improved and at the close buying orders from that port are the order of the day.

Banks.—During the week, Banks have fluctuated between $725 and $735 closing with buyers at the latter rate.

Marine Insurances.—Cantons continue in demand at $385. Unions have changed hands at $950, and North China's are wanted at Tls. 116.

Fire Insurances.—China Fires at $158 and Hongkong Fires at $340 are unchanged from last week.

Shipping.—Douglasses have weakened further and close with buyers at $87½ for cash and $88 for Settlement. Steamboats have again changed hands at $22 but close firmer with buyers at $22½. Preferred Indos at $30 are wanted to a small extent. Deferred Indos have been done as low as $154 and at the close are stronger with buyers offering $156. Star Ferries have buyers at $34½. Shells are wanted at 125/- cum the dividend of 2/- (coupon No. 31) which is payable on January 6.

Refineries.—China Sugars are wanted at $92½ and Malabons have changed hands to a smaller extent of $38½ and $38.

Oils and Mining.—Raubs at $2¼, with Urals at 35/-, Tronohs at 33/- and Kailans at 47/-, are all unchanged from last week, whilst Langkats have advanced rapidly and are now wanted at Tls. 21 for cash and Tls. 23 for March, Shanghai buying.

Docks, Wharves and Godowns.—Kowloon Wharves have come to business at $103. Hongkong Docks have been dealt in as low as $158 for cash but at the close the market is stronger and $160 is freely offered for that delivery. Shanghai Docks have recovered from Tls. 132 to Tls. 134 for December, the March rate being Tls. 143.

Lands, Hotels and Buildings.—Centrals are wanted at $102, Hotels at $90 and Lands at $100. Humphreys could be placed at $7¼. Kowloon Lands at $32 and West Points at $72.

Cotton Mills.—The following are the latest quotations from Shanghai:

Ewos Tls. 200.
Shanghai Cottons Tls. 140.
Kungyiks Tls. 15.
Yangtszepoos Tls. 8.
Orientals Tls. 61.

Electric Companies.—Hongkong Electrics have buyers at $64 after business done as high as $65½. China Lights are offering at $6.90 and Hongkong Trams have buyers at $7.80.

Miscellaneous.—China Borneos at $12½. Dairy Farms at $26¼ and Rices at $34½ can all be placed at quotations. Providents have buyers at $8.10 and Cements after business done as low as $8½ are now wanted at $8⅝. Powells at $9½ and Waterboats at $12½ are unchanged from last week.

Freight Market

Messrs. Wheelock and Co., write as follows in their freight report for period ending December 19:

The situation in our Freight market at present is as follows:

To United Kingdom: There is no charge to report on this berth as regards British tonnage at present as it is still being controlled by the Government and the position with regard to sailings in the near future is still somewhat obscure although it is expected that by the early Spring a fair amount of tonnage will be available for general cargo, principally foodstuffs; nothing very definite, however, can be said at this juncture.

There are several Japanese liners advertised to load in the near future to London and also to Marseilles and we understand rates have declined considerably since our last issue.

To New York via Panama: As regards British tonnage to New York via Panama the result of the signing of the armistice is beginning to show itself in the releasing of a certain amount of tonnage and the New York Conference Lines have declared to load a vessel here about the first half of February Tariff No. 18 Rates will be in force for this vessel.

To United States via Pacific.—There is not very much cargo offering in this direction as the U. S. Government restrictions have not yet been withdrawn and we fear that this state of affairs is likely to continue until they are.

Coastwise.—As usual at this season of the year our Northern market is rather quiet but business is steady and there is no change in quotations by the regular liners but the Hongkong market has weakened considerably since last writing and the Saigon to Hongkong rate now stands at 50 cents nominal.

For the United Kingdom.—The N.Y.K. have the s.s. Yokohama Maru advertised to sail for London on the 26 inst. and the s.s. Tamba Maru for Liverpool on January 20.

For New York via Panama.—The N.Y.K. steamer on this berth, mentioned in our last issue, is the s.s. Kaifuku Maru, she is expected to leave Kobe about the 15th January and cargo must be sent across to her by the s.s. Kumano Maru leaving here on the 18th inst. The British steamer berthed for February loading is the s.s. Bloemfontein.

COAL MARKET

The Coal Situation on December 19, was as follows:

Japan Coal:—Negotiations for next year's supplies have naturally been in full swing during the past few weeks and the outcome of them all is that a slight reduction on last year's prices has been granted to consumers and this in spite of the fact that prices have firmed up in Japan in anticipation of the eventual return of a good amount of foreign tonnage to Eastern waters on the conclusion of peace and also the fact that a lot of war industries in Japan which were expected to cease immediately hostilities were suspended, have not done so but are still continuing operations—so that there is no possible chance of the home consumption falling off in the near future.

Naturally the question of exchange has loomed large in the negotiations and the uncertainty of what exchange is going to do in the course of the next twelve months has forced sellers to act very cautiously whilst the question of freights owing to the supply or otherwise of suitable coasting tonnage is equally a matter of speculation.

Fushun Coal:—These mines have not yet fully recovered from the effects of the disastrous explosion of a year and half ago and owing to the increased demand for coal for local consumption in Manchuria, Korea, etc., caused by the military operations in Siberia and owing to a shortage of labor the ouput has fallen very far short of the demand thus making prices rule very high and leaving only a small quantity available for export that it is not worth mentioning.

Kaiping Coal:—Although the price of materials has in many instances declined since the signing of the armistice, there is practically no difference in chartering rates, and demand for local tonnage continues strong. As nearly all of the Japanese tonnage has already been disposed of for most of 1919, there is very little difference in the price of coal. A big demand for Kaiping coal now exists at Dairy and Korea, as well as Japan, and prices for better grades remain firm.

Coal Prices as quoted:

Japan Coal:	Tls. per ton ex-Wharf
Miike Lump Contracted for	
Miike Small Contracted for	
Miike Dust Contracted for	
Kishima Lump	20.00
Kishima Dust (No Stock)	14.00
Shakano Lump	19.00
Arate Lump	18.00
Shimoyamada Kirigomi	18.00
Shin-Shakano Kirigomi	16.00
Yoshinotani No. 1 Lump	18.50
Yoshinotani No. 2 Lump	17.00
Kaiping Coal:	
Navy Lump	18.00
Loco Lump	16.50
Lissi Lump	15.50
Washed Nuts	17.00
Washed Slack	16.00
No. 5 Slack	15.00
No. 1 Slack	15.00
No. 2 Slack	14.00
Manchurian Coal:	
Fu-Shun Unscreened ex-godown	17.00
Fu-Shun Dust	15.00
Fu-Shuh Lump	no stock

Amusements

ISIS THEATRE
Corner of Jukong and North Szechuen Roads

Programme for Today
MATINEE AND EVENING
"THE RED ACE"
7th and 8th Episodes
and
"THE LIFE OF LORD KITCHENER"
Seven Parts

MONDAY SHOWING:
"WHO IS NUMBER ONE"
3rd and 4th Episodes

Amusements

Victoria Theatre

PROGRAMME
for
December 22nd and 23rd
PRESENTING
VIVIAN MARTIN
in
"THE ARRIVAL of PERPETUA"
A High-class comedy drama
In Five Parts

"California Poultry"
Interesting

"Some Chaperone!"
Comedy

"A Thorn Among Roses"
Comedy

MATINEE TODAY,
at 3.15 p.m.

ANOTHER SPECIAL
Charlie Chaplin
PROGRAMME
WILL BE SCREENED
at the **OLYMPIC THEATRE**
FOR TWO NIGHTS ONLY
December 22nd and 23rd
SHOWING
The following Chaplin Comedies
"THE POLICE"
Two Parts
"HELLO EVERYBODY!"
One Part
"THE PERFUMED LADY"
One Part
"THE CURE"
Two Parts
"Two of the Bravest"
Special Comedy
MATINEE
TODAY at 3.15 p.m.
Usual Cinema Prices

APOLLO THEATRE TOMORROW
"THE COUNT OF MONTE CRISTO"
EPOCH 3: "THE PHILANTHROPIST"
The finest picture we have shown at the Apollo for many a day and it has attracted very large audiences. Come in now and follow the story.
PATHE'S BRITISH GAZETTE—TRANSPORT OF WOOD IN SWEDEN
VICTORY CELEBRATIONS IN SHANGHAI. -:- M. PRINCE in "LUCKY WIFFLES."

TONIGHT 9.15 P.M.
NORMA TALMADGE
in
"THE MISSING LINKS"
XMAS DAY
MATINEE 3 P.M.
Douglas Fairbanks
in
"Flirting with Fate"

MATINEE, TODAY 3 P.M.
"WHO IS No. 1?"
Episode 9 "Struck Down"
Episode 10 "Wires of Wrath"
BOXING DAY
MATINEE 3 P.M.
Wm. Farnum
in
"The Gilded Fool"

THURSDAY NEXT
SMILE-A-MINUTE GEORGE WALSH
SMILE-A-MINUTE GEORGE WALSH
in a Great Five Part Fox Sensation Film
"THE YANKEE WAY"
A STAR SPANGLED COMEDY FOR BOYS AND GIRLS, YOUNG AND OLD
We might add that the story takes place in Lithunia. Nobody ever heard of it before—but who has heard of any Balkan State except Bulgaria and Bulgaria gets its name in restaurants and on sign boards only because of its bacillis. It begins with a good old Yankie scrap—it ends with one and there are several thrown in between.
YOU WILL LIKE THE PEP AND SPEED IN THIS DRAMA AS WELL AS THE FASCINATION OF GEORGE'S SMILE AND SNAPPY WAY. HE HAS FIVE STARS WITH HIM
Enid Markey—Ed. Sedgwick—Joe Dowling—Jas. O'Shea—Tom Wilson
JUST THE FILM FOR BOXING NIGHT
MAX LINDER The Idol of Paris **"SHOULD WEAR BRACES"**
A Rattling Good Comedy to Fill the Evening

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Dec.	—	Vancouver	Bessie Dollar	Br.	R. D. & Co.
Dec.	22	— San Francisco	Shinyo Maru	Jap.	T. K. K.
Dec.	28	— Vancouver	Monteagle	Br.	C.P.R.
Dec.	29	— Seattle, etc.	Kashima Maru	Jap.	N. Y. K.
Jan.	3	— San Francisco	Venezuela	Am.	P.M.S.S. Co.
Jan.	13	— San Francisco	Nanking	Am.	C.M.S.S. Co.
Jan.	15	— Vancouver	Key West	Br.	C.P.R.
Jan.	16	— Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
Jan.	19	— San Francisco	Korea Maru	Jap.	T. K. K.
Jan.	25	— Vancouver	Empress of Japan	Br.	C.P.R.
Jan.	31	— San Francisco	Siberia Maru	Jap.	T. K. K.
Jan.	—	— Vancouver	Melville Dollar	Br.	R. D. & Co.
Feb.	—	Vancouver	Stanley Dollar	Br.	R. D. & Co.
Feb.	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
Feb.	—	— New York via Panama	Bloemfontein	Br.	J. M. & Co.
Feb.	1	— San Francisco	Ecuador	Am.	P.M.S.S. Co.
Feb.	9	— San Francisco	China	Am.	C.M.S.S. Co.
Feb.	11	— San Francisco	Tenyo Maru	Jap.	T. K. K.
Mar.	8	— San Francisco	Shinyo Maru	Jap.	T. K. K.

FOR JAPAN PORTS

Dec.	23	— Kobe	Kamakura Maru	Jap.	N. Y. K.
Dec.	23	— Kobe	Tamba Maru	Jap.	N. Y. K.
Dec.	24	— N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N.Y.K.
Dec.	25	— Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Dec.	26	— N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N. Y. K.
Dec.	29	— Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Jan.	3	— N'saki, Kobe & Y'hama	Kokura Maru	Jap.	N. Y. K.
Jan.	1	— Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Jan.	10	— Nagasaki	Penza	Rus.	R.V.F.

FOR EUROPE INDIA, STRAITS, ETC.

Dec.		— London, etc.	Altai Maru	Jap.	O. S. K.
Dec.		— Marseilles, etc.	Ganges Maru	Jap.	O. S. K.
Dec.	28	— London, etc.	Yokohama Maru	Jap.	N. Y. K.
Jan.	20	— Liverpool, etc.	Tamba Maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Dec.	22	1.00 S'atow, H'kong & C'lon	Wosang	Br.	J. M. & Co,
Dec.	23	D.L. Swatow & Hongkong	Yingchow	Br.	B. & S.
Dec.	22	D.L. Amoy	Wenchow	Br.	B. & S.
Dec.	23	— Foochow	Hasan	Chi.	C.M.S.N. Co.
Dec.	22	— Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Dec.	24	4.30 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Dec.	23	D.L. Swatow	Koonaing	Br.	J. M. & Co.
Dec.	23	4.00 Ningpo	Hsin Peking	Br.	B. & S.
Dec.	23	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
Dec.	23	— F'chow, K'lung & Takao	Kohoku Maru	Jap.	O. S. K.
Dec.	24	D.L. Hongkong & Canton	Sinkiang	Br.	B. & S.
Dec.	24	D.L. Amoy & Swatow	Hwah Kuei	Br.	B. & S.
Dec.	26	D.L. Hongkong & Canton	Sulyang	Br.	B. & S.
Dec.	27	— Hongkong & Manila	Nanking	Am.	C.M.S.S. Co.
Dec.	29	D.L. Swatow & Hongkong	Kaifong	Br.	B. & S.
Dec.	31	D.L. Hongkong & Canton	Singan	Br.	B. & S.

FOR NORTHERN PORTS

Dec.	24	1.00 Dairen	Sakaki Maru	Jap.	S. M. R.
Dec.	24	9.00*Tsingtao	Yekishin Maru	Jap.	S.M.R.
Dec.	25	— Chinwangtao	Kabafuto Maru	Jap.	K.M.A.
Dec.	27	— Tsingtao & Dairen	Keelung Maru	Jap.	O. S. K.
Dec.	27	8.00*Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R.
Jan.	10	4.30 Vladivostock	Penza	Rus.	R.V.F.

FOR RIVER PORTS

Dec.	22	M.N. Hankow, etc.	Kwedlee	Chi.	C.M.S.N. Co.
Dec.	22	D.L. Wuhu	Tungchow	Chi.	B. & S.
Dec.	23	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Dec.	23	M.N. Hankow, etc.	Tatung	Br.	B. & S.
Dec.	23	M.N. Hankow, etc.	Hwahlee	Chi.	J. M. & Co.
Dec.	23	M.N. Hankow, etc.	Yohyang Maru	Jap.	N. K. K.
Dec.	24	M.N. Hankow, etc.	Siangyang Maru	Jap.	N. K. K.
Dec.	24	M.N. Hankow, etc.	Loongwo	Br.	J. M. & Co.
Dec.	24	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Dec.	25	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Dec.	26	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co,
Dec.	26	M.N. Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Dec.	27	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
Dec.	27	M.N. Hankow, etc.	Poyang	Br.	B. & S.
Dec.	28	M.N. Hankow, etc.	Chungking	Br.	B. & S.
Dec.	31	M.N. Hankow, etc.	Ngankin	Br.	B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Dec. 21	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Dec. 21	— Japan	Yamashiro M.	Jap.	N. Y. K.
Dec. 21	— Cruise	Quiros	Am.	
Dec. 21	— Hankow	Kiangwah	Chi.	C.M.S.N. Co.
Dec. 21	— Japan	Nagasaki M. 2	Jap.	J. P. O.
Dec. 21	— Hankow	Tachi Maru	Jap.	N. K. K.
Dec. 21	—	Tamagawa Maru		
Dec. 21	— Hankow	Hwahlee	Br.	J. M. & Co.
Dec. 21	— Tientsin	Tungchow	Br.	B. & S.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kwei Lee, Captain J. Smith, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kianghsin, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Captain C. C. Williams, will leave from the French Bund on Monday, December 23, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru, Captain Y. Ikeda, will be despatched from N.Y.K. Pootung Wharf on Monday, December 23, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer Hwah Lee tons, 1,151, will leave on Monday, December 23, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on Tuesday, December 24, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Farizar, will leave from the French Bund on Tuesday, December 24, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925 Capt. Findelson, will leave on Tuesday, December 24, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Woosung, Captain Newcomb, will leave from the French Bund on Wednesday, December 25, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Luenho, tons 2,868, Capt. Jackson, will leave on Thursday, December 26, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Friday, December 27, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chungking, Captain J. Meathrel, will leave on Saturday, December 28, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents Telephone No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin Captain H. A. Wavell, will leave from the French Bund on Tuesday, December 31, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Yingchow, Captain E. B. Simons, will leave from the French Bund on Sunday, December 22, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY.—The China Navigation Co.'s Steamer Wenchow, Captain A. McDowell, will leave on Sunday, December 22, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 77.

FOOCHOW.—The Str. Hasan, Captain F. H. Wallace, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The Str. Kwangtah, Captain C. Stewart, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott, R.N.R., will leave from the French Bund on Monday, December 23, at 4:30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain S. Ohba, will be despatched from the Co.'s Yangtszepoo Wharf on Monday, December 23, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Telephone No. Central 4234 and 4235.

AMOY & SWATOW.—The China Navigation Co.'s Chartered Steamer Hwah Kuei, Captain Hiraoka, will leave on Tuesday, December 24, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Tuesday, December 24, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Str. Sulyang, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Thursday, December 26, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Kaifong, Captain Cogan, will leave from the French Bund on Sunday, December 29, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Singan, Captain W. McDonald, will leave on Tuesday, December 31, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 77.

HONGKONG.—The Str. Chicago Maru, Captain T. Saito, will be despatched from the Co.'s Yangtszepoo Wharf on Wednesday, January 8, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central 4234 and 4235.

For Northern Ports

CHINWANGTAO direct, taking through cargo for TIENTSIN.—The Kailan Mining Administration S. S. Kabafuto Maru, will despatched on Wednesday, December 25. For Freight apply to Agent, 1 Jinkee Road, Tel. Central 1115.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The S. S. Shinyo Maru, tons 22,000, Captain H. Nagano, will be despatched on Sunday, December 22. Tender conveying passengers and mails will leave Customs jetty at 3 p.m. For passage apply to TOYO KISEN KAISHA, T. N. Alexander, Manager.

MARSEILLES.—The Str. Ganges Maru, Captain E. Arai, will be despatchd from the Co.'s Yangtszepoo Wharf on during December. The steam-launch conveying passengers on board will leave the Customs jetty. For Freight & passage please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Te.. No. Central 4234 & 4235.

LONDON.—The Steamer Altai Maru, Captain T. Fuchigami, will be despatched from the Co.'s Yangtszepoo Wharf during December. The steam-launch conveying passenegr on board will leave the Customs jetty. For Freight and passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. Central 4234 & 4235.

TAKOMA & SEATTLE CAILING at VICTORIA B. C. via NAGASAKI or MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain I. Hamada, will be despatched on Thursday, January 16. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U.S.A. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Telephone No. Central 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengkiang.—Sailing from the French Bund.

Regular sailing every Tuesday and Saturday and every alternate, Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON.—S.S. Sulyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailing every Tuesday, Thursday and Sunday mornings.

For Ningpo—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S.CO

"SUNSHINE BELT"
Trans-Pacific Service
BY the New, 14,000 Ton Oil Burning Steamers
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong and Manila	
S.S. Venezuela	Jan. 3	S.S. Ecuador	Jan. 11
S.S. Ecuador	Feb. 1	S.S. Colombia	Feb. 8

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" ....16,000 tons "SANTA CRUZ" 15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cebu and Honolulu	
S.S. Colusa	Mar. 12	S.S. Colusa	Jan. 3

Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore and Port Said. leave arr.
ALTAI MARU ....(15,000 tons) Capt. T. Fuchigami, During Dec.
FOR MARSEILLES (Via Hongkong and Singapore)
GANGES MARU ..(8,400 tons) Capt. J. Ichikawa, During Dec.
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

		arr.	leave.
ARABIA MARU ...(18,000 tons)	Capt. I. Hamada,	Jan. 15	Jan. 16
FOR HONGKONG			
CHICAGO MARU (12,000 tons)	Capt. T. Saito,	Jan. 7	Jan. 8
FOR NORTH CHINA PORTS (Tsingtao and Dairen).			
KEELUNG MARU (3,500 tons)	Capt. Y. Fukami,	Dec. 25	Dec. 27
FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao),			
KOHOKU MARU...(5,200 tons)	Capt. S. Ohba,	Dec. 21	Dec. 23

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai

For freight, passage and further information, please apply to.—
H. SHIMAMURA, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

PACIFIC SERVICE

QUICKEST TIME ACROSS THE PACIFIC

NOTICE

EMPRESS OF RUSSIA
EMPRESS OF ASIA
RESUME MONTHLY SERVICE
Hongkong—Shanghai—Japan Ports
To Vancouver

First Sailing Empress of Russia about Feb. 22nd and Every Four Weeks thereafter

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD.
At daily rates of exchange. Can be cashed in any city in America.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SHINYO MARU	For San Francisco	December 22
KOREA MARU	For San Francisco	January 18
SIBERIA MARU	For San Francisco	January 31
TENYO MARU	For San Francisco	February 11
SHINYO MARU	For San Francisco	March 8

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Service, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings
'Phone Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	JAN.	12th
S.S. "CHINA"	FEB.	9th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING"	DEC.	27th
S.S. "CHINA"	JAN.	22nd

For further information regarding passenger fares, sailings, freight rates etc., apply to
F. C. CHARMAN,
Acting Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

"Sooner or later" is a smooth sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

	Tons		
YOKOHAMA MARU ...	12,500	Capt. K. Okamoto,	Dec. 28
TAMBA MARU	12,500	Capt. S. Shioya,	Jan. 20

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Dec. 21
KASHIMA MARU	19,000	Capt. E. Tozawa,	Dec. 29

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU ...	7,000	Capt. Nakajima,	Dec. 24
CHIGUGO MARU	5,000	Capt. H. Taniguchi,	Dec. 26
KOKURA MARU	4,500	Capt. S. Ito,	Jan. 3

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. M. Machida,	Dec. 25
KUMANO MARU	19,500	Capt. S. Saito,	Dec. 28
TAKESHIMA MARU ...	4,500	Capt. R. Arakida,	Jan. 1
YAWATA MARU	7,000	Capt. S. Kawai,	Jan. 4

KOBE TO SEATTLE

KAMO MARU	16,000	Capt. R. Shimidzu,	Dec. 26

FOR JAPAN

TAMBA MARU	12,500	Capt. S. Shioya,	Dec. 23
KAMAKURA MARU ...	12,500	Capt. K. Nishijima,	Dec. 23

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	Jan. 6

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. J. Teranaka,	Jan. 25

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	———	Dec. 31
NOKKO MARU	19,000	———	January
KITANO MARU	19,000	———	Feb. —

CALCUTTA LINE

Regular Fortnightly Service between Yokahama and Calcutta (calling at Shanghai on homewrd voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

November 20th, 1918, and until further notice

Express 5.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2.	Mail 4. B.	Mail 102. B. S.
1645	300	0	dep. Peking arr.	2230	1980	1020
1923	635		arr. Tientsin-Central dep.	1932	1700	720
1951	640	84	dep. Tientsin-Central arr.	1930	1688	710
1940	620		arr. Tientsin-East dep.	1920	1645	700
	2340	524	arr. Mukden dep.	2301		1040

Local 5.	Mail 3. B. S.			Tientsin-Pukow Line		Mail 4. B. S.	Local 6.
715	2118	—	0	dep. Tientsin-East arr.	—	624	1612
735	2125	—	2.71	arr. Tientsin-Central dep.	—	615	1602
745	2149	—		dep. Tientsin-Central arr.	—	600	1547
1145	121	—	78	dep. Tsangchow dep.	—	139	1221
1457	449	—	143	dep. Tochow dep.	—	2137	938
1901	752	—	—	arr. Tsinanfu dep.	—	1746	640
7.	?	—	220	?	—	?	8.
800	815	—	—	dep. Tsinanfu arr.	—	1726	1812
1029	1051	—	266	dep. Taianfu dep.	—	1453	1542
1300	1318	—		arr. Yenchowfu dep.	—	1151	1311
1315	1326	—	318	dep. Yenchowfu arr.	—	1145	1256
1554	1637	—	377	dep. Liucheng dep.	—	846	1032
1614	1635	—	—	arr. Hsuchowfu dep.	—	820	810
9.	?	—	420	?	—	?	10.
820	1851	—	—	dep. Hsuchowfu arr.	—	548	2007
1148	2325	—	522	arr. Pengpu dep.	—	030	1443
1208	2345	—		dep. Pengpu arr.	—	000	1432
1657	413	—	600	dep. Chuchow dep.	—	2013	923
1848	600	—	681	arr. Pukow dep.	—	1830	728

Fast 6.				Shanghai-Nanking Line		Fast 5.
720			0	dep. Nanking-Ferry arr.		
1420			193	arr. Shanghai-North dep.		1626

Yenchowfu-Tsiningchow Branch Line					Liucheng-Tsochuang Branch Line					
930	1330	2130	d. Yenchowfu a.	650 1220 2000	530	1110	1800	d. Liucheng a.	810	1410 2100
1022	1422	2228	a. Tsiningchow d.	558 1128 1858	638	1219	1908	a. Tsochuang d.	702	1302 1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. 6 — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, November, 1918.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$640 S.
Chartered	£80 CNI
Russo-Asiatic	Tls. 280
Marine Insurances	
Canton	$385 B.
North China	Tls. 116 B.
Union of Canton	$836
Yangtsze	$205 B.
Far Eastern Ins. Co. Ltd.	Tls. 26½ S.
Fire Insurances	
China Fire	$158 B.
Hongkong Fire	$340 B.
Shipping	
Indo-China Def ...	$158
Indo-China Pref ..	
"Shell"	125/- B.
Shanghai Tug (o) ..	Tls. 33½
Shanghai Tug (f) ..	Tls. 37½
Mining	
Kaiping	Tls. 10 B.
Oriental Cons	21/-
Raub	$2½
Docks	
Hongkong Dock ...	$159½ B.
Shanghai Dock	Tls. 135 B.
New Eng. Works ..	Tls. 25
Wharves	
Shanghai Wharf ...	Tls. 84 B.
Hongkong Wharf ...	$193 B.
Lands and Hotels	
Anglo-French Land	Tls. 80
China Land	Tls. 50
Shanghai Land	Tls. 69
Weihaiwei Land	Tls. 8
Shanghai Hotels Ltd.	513½ B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 80
Cotton Mills	
E-wo	Tls. 185
E-wo Pref	Tls. 974
Laou-kung-mow	Tls. 125 B.
Oriental	Tls. 58 B.
Shanghai Cotton	Tls. 145 B.
Kungyik	Tls. 15 B.
Yangtszepoo	Tls. 7.90 B.
Yangtszepoo Pref ...	Tls. 90
Industrials	
Butler Tiles	Tls. 25
China Sugar	$91 B.
Green Island	$82½ B.
Langkats	Tls. 22
Major Bros	Tls. 5
Shanghai Sumatra ..	Tls. 112½ B.
Stores	
Hall and Holtz	$13½ B.
Llewellyn	$30
Lane, Crawford	$97½ B.
Moutrie	$32
Watson	$5½ B.
Weeks	$13½
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.50 B.
Anglo-Java .... A...	Tls. 7½
Anglo-Dutch	Tls. 4
Ayer Tawah	Tls. 19
Batu Anam 1913	Tls. 0.70 B.
Bukit Toh Alang ...	Tls. 2
Bute	Tls. 0.70 B
Chemor United	Tls. 1 B.
Chempedak	Tls. 7
Cheng	Tls. 2.10
Consolidated	Tls. 2.55 B.
Dominion	Tls. 7½
Gula Kalumpong ...	Tls. 6½
Java Consolidated ...	Tl 15
Kamunting	Tls. 5½
Kapala	Tls. 0.50
Kapayang	Tls. 18
Karan	Tls. 10½
Kota Bahroe	Tls. 5 B.
Kroewoek Java	Tls. 16
Padang	Tls. 9½ B.
Pengkalan Durian ...	Tls. 4 B.
Permata	Tls. 2½
Repah	Tls. 0.82½
Samagagas	Tls. 0.85
Seekee	Tls. 1 B.
Semambu	Tls. 0.80 B.
Senawang	Tls. 8½
Shanghai Klebang ..	Tls. 0.45 B.
Shanghai Malay ...	Tls. 6
S'hai Malay pref ...	Tls. 10
Shanghai Panang ...	Tls. 1½
Sungala	Tls. 1.02½
Sungei Duri	Tls. 7 B.
Sua Manggis	Tls. 3.90
S'hai Kalantan	Tls. 0.60
Shanghai Seremban .	Tls. 0.50 B.
Taiping	Tls. 1½
Tanah Merah	Tls. 0.95
Tebong	Tls. 15
Ulobri	Tls. 2½
Ziangbé	Tls. 4.95
Miscellaneous	
C. I and E. Lumber	Tls. 250 B.
Culty Dairy	Tls. 11½ B.
S'hai Elec. and Aab.	$2
Shanghai Trams ...	Tls. 67½ B.
Shanghai Gas	Tls. 24
Horse Bazaar	Tls. 33
Shanghai Mercury ..	Tls. 50
S'hai Telephone	Tls. 79
S'hai Waterworks ..	Tls. 170

S. Sellers. Bs. Sales. B. Buyers

Telephone No. Central 398

Benjamin & Potts, 6 Jiukee Road

Launch Services

TODAY

The tender conveying passengers and mails on board the T.K.K. s.s. Shinyo Maru will leave the Customs Jetty at 3 p.m.

Tuesday, December 24, 1918.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 2 p.m.

Thursday, December 26, 1918.

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, DECEMBER 22, 1918

Date and Destination	Per	Chi.	Br.	USA	Nats.	Jap.	Rus.
Today							
River Ports	Train & Str.	11.00	7.00		..	..	11.00
Swatow	Shuntching	11.00	..		..		9.00
Swatow, Hongkong & Canton	Wosang	11.30	..				11.00
N'saki, Kobe, Yhama, Canada, Honolulu, U. S. & Europe	Shinyo maru		..	14.00	..	..	
Tomorrow							
Shanghai	Siabiang		12.00		..	..	
Japan Ports	Yamashiro m	21.00	1.00	..	..	..	19.30
Amoy & Swatow	Hwahkuei	8.00	17.00		..		11.00
Hongkong and Canton	Sinkiang	8.00	..				11.00
Japan and America via N'saki	Tamagawa m.				..	9.00	19.30
River Ports	Train & str.	1.00			..		11.00
Foochow	Echoku maru						
Tientsin	Train		17.00	..			..
Via Changchun via Pukow and Harbin (Daily except Sunday)	Train				17.00		17.00
Hankow	Train		7.00				..
Ningpo	Train Peking		9.00		..	..	..
Pukow and Train (Every day Train (Daily except Sunday			17.00	..	..	..	17.00
		..	10.00	..	..		..
Tuesday, Dec. 24.							
Japan ports	Omi maru	20.00				..	19.30
River Ports	Train & str.	9.00					11.00
Dairen	Sakaki maru	8.00		..	..	..	12.30
Japan, Canada, U.S. & Europe via Canada or U.S.A.	Omi maru	..	17.30		..	..	17.00
Wednesday, Dec. 25.							
Amoy and Swatow	Suiyang		17.00	..			..
Hongkong and Canton	do	21.00	..	..	..	..	21.00
Friday, December 27.							
N'saki, Kobe, Yhama, Canada, Honolulu, U. S. & Europe	Montevedio	..	17.00		..		17.00
Saturday, Dec. 28.							
Swatow and Intermediate ..	Kaifong		17.00				..

B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

Ordinary mails for Tientsin Peking, Hankow, etc. will close daily at 8 a.m.; express mails at 8:30 a.m.; registered mails at 8 p.m.

Departures

Date	For	Ship's Name	Flag	Agents
Dec. 21 —	Seattle, etc	Fushimi Maru	Jap.	N. Y. K.
Dec. 21 —	Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
Dec. 21 —	Chinwangtao	Hero	Jap.	K. M. A.
Dec. 21	M.N. Hankow, etc.	Nganking	Br.	B. & S.
Dec. 21	M.N. Hankow, etc.	Fengyang Maru	Jap.	N. K. K.
Dec. 21	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Dec. 21 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
Sept. 16 —	Japan	Matsu Maru	Jap.	M.B.K.
Oct. 1 —	Japan	Meiho Maru	Jap.	
Oct. 22 —		Siaaia	Am.	
Oct. 24 —		Shanghai	Chi.	M. & Co.
Oct. 31 —	Japan	Hikoshima Maru	Jap.	Suzuki Co.
Nov. 2 —	Singapore	Tosan Maru	Jap.	
Nov. 11 —		Kienhsin	Chi.	W. & Co.
Nov. 13 —	Cruise	Chuentiao	Chi.	Custom
Nov. 20 —		Shingping	Chi.	
Nov. 23 —	Japan	Nissho Maru	Jap.	F. & Co.
Nov. 26 —		Elvirer Stolt		
Nov. 26 —		Meichuen	Am.	Socony.
Nov. 27 —		Geraldine	Br.	
Nov. 28 —		Pechiney	Fr.	
Dec. 1 —		J. Norcross	Br.	
Dec. 4 —	San Francisco	Jordan Hill	Br.	D. & Co.
Dec. 6 —	Japan	Bessie Dollar	Br.	R. D. & Co.
Dec. 7 —		Kanju Maru	Jap.	M. B. Co.
Dec. 7 —		Ambel Steward		
Dec. 9 —	Cruise	Likin	Chi.	Customs
Dec. 12 —	Seattle, Ports	Katia	Am.	M. & Co.
Dec. 13 —	Ningpo	Meinan	Am.	S. Oil Co.
Dec. 15 —	Cruise	Pacific	Dut.	H-C.T. Co.
Dec. 16 —		Shinfuku Maru	Jap.	M.B.K.
Dec. 17 —		Shibechi Maru	Jap.	
Dec. 18 —	Hongkong	Yingchow	Br.	B. & S.
Dec. 18 —	Swatow	Koonshing	Br.	J.M. & Co.
Dec. 19 —	Hankow	Meifoo	Am.	Socony
Dec. 19 —	Cruise	Liuhsing	Chi.	Customs
Dec. 19 —	Hongkong	Kwangtee	Chi.	C.M.S.N. Co.
Dec. 19 —	Foochow	Haean	Chi.	C.M.S.N. Co.
Dec. 19 —	Japan	Altai Maru	Jap.	O. S. K.
Dec. 19 —		Anlan	Br.	A. P. Co.
Dec. 20 —	Hankow	Kweilee	Chi.	C.M.S.N. Co.
Dec. 20 —	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Dec. 20 —	Hongkong	Wosang	Br.	J. M. & Co.
Dec. 20 —	Hongkong	Sinkiang	Br.	B. & S.
Dec. 20 —	Tsingtao	Wenchow	Br.	B. & S.
Dec. 20 —	Japan	Genges Maru	Jap.	O. S. K.
Dec. 20 —	Japan	Wakamatsu Maru	Jap.	
Dec. 20 —	Chinwangtao	Unkai Maru	Jap.	
Dec. 20 —	Japan	Kamiyoshi Maru	Jap.	M.B.K.
Dec. 20 —	Japan	Noto Maru	Jap.	M.B.K.
Dec. 20 —		Santen Maru	Jap.	M.B.K.
Dec. 20 —		Tajima Maru	Jap.	N. Y. K.

PLEASE LOOK AT YOUR SHOULDERS

Have They Any Wrinkles?

If you like to have a perfect fit, call on

Henry The Tailor,

J14 Seward Road and 1010A Broadway

(*Opposite Old Dock*)

I acquired the art of cutting from an American tailor. A trial is solicited.

Christmas Presents that are different!

A large variety of attractive novelties just received

SQUIRES BINGHAM CO.

"THE STORE OF QUALITY"

17a Nanking Road

Business and Official Notices

(Continued from Page 24)

UNION CHURCH

Monday Evening, 23rd instant, at 9.15 p.m.

A Repeat Performance of the **"Messiah" (Handel)**

(Parts 1 and 2)

Soloists:—
Mrs. W. J. ISENMAN
Mrs. G. F. ASHLEY
Mr. A. J. CARSON
Mr. W. J. HAYNES

Leader of Orchestra:—
Miss MACLEOD

At the organ:—
Mr. J. WADDELL

Chorus and Orchestra of 75

Conductor:—
Mr. R. C. YOUNG

Collection on behalf of the Siberian Comforts' Fund.

20606

Shanghai Race Club

NOTICE

Members desiring stabling accommodation under annual lease for 1919 are requested to apply before 4 p.m. on Saturday, 28th December, 1918.

Application forms are obtainable at the Grand Stand, or on application to the undersigned.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

20581

SZECHWAN PRODUCE

It takes time and money to become properly entrenched. Our experience cost us tens of thousands of taels. We invite you to appoint us as your sole Buying Agents in Szechwan Province. Join us whilst we are still young and ever growing stronger.

For particulars write to

WIDLER & CO.

Chungking, West China.

Born 1915—Still Existing.

'Xmas Sale

We have white or black fox, and different kinds of black furs. Best quality furs. Necklets, Muffs, and all kinds of furs. Cheap sale for two weeks only.

S. MING KEE.

370 Nanking Road.

'Phone C. 2835.

20602

SHANGHAI HARRIERS' CLUB

Open 10 miles (Scratch) Road Race

To be run off Thursday, December 26th.

1st Prize—Silver Cup and Gold medal.
2nd ,, —Silver medal.
3rd ,, —Bronze medal.

Entrance Fee $1.00. Entries close December 23rd, to be sent to Hon. Secretary, F. H. Watson, 22 Museum Road.

20587

NOTICE

The management of New Point Hotel have transferred their business to Crest Hotel, No. 6 Siccawei Road. Telephone West 937.

20586

The Cathay Trust Ltd.

(in liquidation)

HOLDERS OF ORDINARY shares are hereby notified that a Fifth dividend of Taels 0.50 per share has been declared and will be payable at the offices of the Liquidators No. 10 Canton Road, Shanghai, between the hours of 10 a.m. and noon on and after the 23rd day of December, 1918, against production of the Liquidators' Certificates for endorsement.

F. N. MATTHEWS,
Liquidator.

20542

Shanghai Foreign Exchange Bankers' Association

The Exchange Banks which are members of the above association will be closed for the transaction of Public Business on Wednesday and Thursday, the 25th and 26th December on account of Christmas Holidays.

20595

ASTOR HOUSE HOTEL

"Holiday Festivities"

The Management wish to announce that the following festivities will be held at this Hotel during the Holidays. Guests are requested to make their reservations promptly.

Christmas Eve, Tueday, Dec. 24th, 1918

Fancy Dress Ball and Dinner commencing at 8.00 p.m. at $3.00 per cover

(No masks permitted)

Saturday, Dec. 28th, 1918

Special Dinner and Dance commencing at 8.00 p.m. at $2.50 per cover

New Year's Eve, Tuesday, Dec, 31st, 1918

Grand Carnival Ball commencing at 10.00 p.m.

AUGMENTED ORCHESTRA

Suppers a la carte

Usual Tea Dansants Tuesdays and Fridays

ASTOR HOUSE HOTEL

For reservations please apply to The Supt. of Service, or Hotel office. Phone, North 998.

Business and Official Notices

CUSTOMS NOTIFICATION

No. 904.

CUSTOMS HOLIDAYS

Notice is hereby given that the Custom House will be closed and the shipment and delivery of cargo suspended on Wednesday, the 25th December, 1918 (Christmas Day), and on Wednesday, Thursday and Friday, the 1st, 2nd and 3rd January, 1919 (New Year Holidays).

R. H. R. WADE,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 21st December, 1918.

20612

DEATH

GEORGE.—At the General Hospital, Shanghai, on the 21st December, 1918, Andrew William George, (Asiatic Petroleum Co., North China, Ltd.), aged 67 years. The funeral service will take place at the Sacred Heart of Jesus Church today, the 22nd December, 1918, at 3 p.m. interment at the Bubbling Well Cemetery, at 4 p.m. All friends are invited to attend.

20624

KUNG YIK COTTON SPINNING AND WEAVING CO., LTD.

NOTICE

The Ninth Ordinary Meeting of Shareholders in the above Company will be held at the Offices of the General Managers on Wednesday, 15th January, 1919, at 11.30 a.m. to receive the Report and Accounts of the Company to 30th November, 1918.

The Transfer Books of the Company will be closed from 4th to 15th January, both days inclusive.

JARDINE, MATHESON & Co., Ld.
General Managers.

20618

BURLINGTON HOTEL

Special dinner, **Christmas day**
$2.50
Special tiffin, **New Year's day**
$2 00
Children's Christmas Party
(free)
on afternoon of December 25th at 3 p.m.

20614

Mrs. E. Norman Tandberg and daughter

p.p.c.

20609

BUTTER! BUTTER!! BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND

and

"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins

Finest Australian

"BULLFINCH" BRAND

and

"RED FEATHER" BRAND

Imported by

GEDDES & CO., LTD.

Tel. 846. 5 Peking Road.

Other Business and Official Notices will be found on Pages 17 and 23

Amusement Advertising will be found on Page 21

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

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CURES

PILES

Prickly Heat, Eczema, and all Skin Troubles.

LOMBIA gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

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Cuniffe, Dobson & Co., Bordeaux

Gold Ring Brand

Graves

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Sauterne

Haut Sauterne

In Quarts and Pints

GARNER, QUELCH & CO.

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Wholesale Hardware Merchants
Building Contractors
Engineers' Supplies.
A1284 BROADWAY, SHANGHAI

Ball-Bearing Skates, Basket Balls, Stove Polish, Door Springs and Vacuum Bottles.

17997

For Sale

Aqua Ammonia Fortis B.P.
Acetic Acid Glaciale B.P.
Liver of Sulphur.

THE CHEMICAL TRADING COMPANY,
Y2061 North Szechuen Road.

20244

SHIRTINGS

A good selection of patterns of Men's Shirtings is always on hand at

"V" Modes

20 Nanking Road, 3rd Floor

NOTICE

Radio advice from the T. K. K. "SHINYO MARU" has been received at the local office stating that the steamer will arrive at Woosung Saturday at midnight.

Last tender will therefore be despatched from Customs Jetty at 3 p.m. today instead of 9 a.m. as previously advertised.

T. N. ALEXANDER,
Manager.

20622

TO ALL WHOM IT MAY CONCERN

THIS is to certify that we have this day taken over all securities, safe custodies, documents, books, accounts, files, etc., of the Bureau of Liquidation of the Deutsch-Asiatische Bank in Shanghai and that everything has been found in order. Also that the accounts have been balanced and found in order. We have also checked the contents of the treasury, compared it with the books, and found it in order. According to the understanding arrived at, at the Italian Consular Court on the 16th inst., we have agreed to let Mr. Passeri keep a key of the above Treasury pending the decision of the case that we have filled against him in that court. We therefore gave him a full discharge of his administration as co-liquidator of the Deutsch-Asiatische Bank pending the official discharge that will be obtained from the Ministry of Finance.

Dated the Eighteenth day of December, 1918.

Bureau of Liquidation of the Deutsch-Asiatische Bank,

(sgd.) S. E. LUCAS,
SUN HANG CHANG,
Liquidators.

In the presence of:

G. H. WRIGHT,
24 Yuen Ming Yuen Road, Shanghai, China.
Solicitor.

20623

W. Z. ZEE & SONS

WALL CALENDARS
1919 Refills.

Messrs. W. Z. Zee & Sons have now distributed the 1919 Refills to the holders of their Wall Calendars. Those of their patrons who have not yet received one, are hereby requested to make early application for same.

TYPEWRITERS

UNDERWOODS

MODEL 4 **$120.00** | MODEL 5 **$150.00**

OLIVERS

MODEL 7

$110.00

HIGHEST GRADE REBUILT FULLY GUARANTEED

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The Stewart

SPEEDOMETER

is the choice of all motorists who want a speedometer that they can be sure is accurate and dependable

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

Exchange and Mart

FOR SALE, Buick 5-passenger, recently overhauled and painted, first-class condition. Apply to Box 426, THE CHINA PRESS.

20594

FOR SALE, Ford Sedan. Recently overhauled and repainted. In excellent running order. Equipped with self-starter, electric lights, and demountable rims. Same may be inspected at Hudford Garage, 89-91 Rue Montauban.

20563

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

20316

FOR SALE, Harley-Davidson, Model 1917-twin, motor-cycle with side-car. Complete with horn, speedometer, and head and tail lights. Apply to Box 420, THE CHINA PRESS.

20580 D.21.

WANTED to purchase, a second-hand dictaphone outfit. Please send particulars and mention price to Box 425, THE CHINA PRESS.

20592 D.22.

APARTMENTS WANTED

YOUNG American desires room and board with French family living near Central district. Reply to Box 361, THE CHINA PRESS.

T. F. O.

SITUATIONS WANTED

WELL-EDUCATED lady, university training, with knowledge of French and music, desires position as governess; free from 12th January. 12A Quinsan Gardens, A.B.

20598

LADY wishes to recommend an excellent cook; has had many years experience. Apply to Box 422, THE CHINA PRESS.

20588 D.24

LADY wishes to recommend an excellent baby-amah. Splendid needlewoman and knitter. Apply to Box 423, THE CHINA PRESS.

20588 D.24

OFFICES, ETC., TO LET

TO LET, two large bright airy rooms, suitable for offices, moderate rent. Apply to Box 434, THE CHINA PRESS.

20613 D-25

TRANSLATIONS

English and Chinese translations of agreements, letters, legal documents, advertisements, articles and commercial documents and literature undertaken by translator experienced in consulate, syndicate, journalistic, commercial and official translation work. Accuracy ensured and confidence respected. Please apply care of Chang Nieh-tun, 1 Museum Road or P. D. 159, Haining Road opposite West End Lane.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.
Telephone North 423.

CONNAUGHT HOUSE
8 Quinsan Gardens

To let with board large and small well furnished rooms, every convenience, accommodation for table boarders. Good cuisine. Apply Mrs. G. Pollock.

TO LET
167 Bubbling Well Road

A large comfortable bedroom, with bathroom attached; suitable for married couple or two friends. Use of tennis, garage, stable and telephone.

NEAR Carter Road, to let, with board, a comfortable room, suitable for bachelor; private balcony, hot and cold water, telephone and stabling. Terms moderate. Apply to Box 437, THE CHINA PRESS.

20621 D-22

TO LET, Central, an exceptionally large and handsomely furnished bed-sitting-room, private modern bathroom, excellent board and attendance, 'phone and elevator. Suitable for one or two gentlemen or married couple. Apply to Box 411, THE CHINA PRESS.

20559

TO LET, a furnished room with balcony overlooking the Bund, without board. Apply to Box 417, THE CHINA PRESS.

20574 D.22.

TO LET, with full board, one large comfortably furnished bedroom, with bathroom attached. Apply Mrs. Benn, 9 Hankow Road. Telephone 2321.

20545

CENTRAL DISTRICT, to let from 1st January, comfortable, furnished flat, four rooms, with opportunity to take over present lease for one year or longer together with furniture. Apply to Box 372, THE CHINA PRESS.

20433

EDUCATIONAL

WILL YOU please learn Chinese and Mandarin? Do you wish to communicate with our Chinese people? If so desirous, can you speak Chinese Mandarin? Can you write Chinese letter? From Peking has come a teacher willing to teach foreigners Chinese and Mandarin in their homes. Address to Mr. Teng, 24 New Chungcheng Road.

20583 D.28.

EUROPEAN LADY desires to give lesson in millinery work, and also has to sell a large assortment of latest hat designs. Mrs. Doutsoff, 18 Range Road.

20469 D-21

HOUSES TO LET

TO LET, modern detached furnished house for four months; lawn, garden, modern plumbing, Tls. 125 per month. Apply to the China Realty Co., Ltd., 27 Nanking Road.

20611

TO LET, 8 Tsong Chow Road, adjoining Burlington Hotel, six-roomed residence, modern bath, rent Taels 60. Open for inspection. For further particulars, apply to J. T. Hammond, 51 Szechuen Road.

20391

TO LET, one large unfurnished room for residence or office: steam heat, private modern bath, hardwood floor. Apply 51 Szechuen Road.

20315

SITUATION VACANT

WANTED, bookkeeper and correspondent for outport. Must have had good experience and come well recommended. Write, giving full particulars re age, nationality, past experience, etc. Apply to Box 427, THE CHINA PRESS.

20597 D.22.

Exchange and Mart

FOR SALE, "Olympian" motor-car, five-seater, recently imported, in first-class working order; spare parts included. Price Tls. 1,600. Owner leaving for home. Apply to Box 435, THE CHINA PRESS.

20616 D-21

FOR SALE, motor-car for children, six to ten years of age; fitted with rubber tyres, wind-shield, hood, horn, lamps, etc. Good as new. Also safety rocking horse, height to saddle, 31 inches. May be seen by appointment. Apply to Box 436, THE CHINA PRESS.

20617 D-22

FOR SALE, eight yards of 27-inch, fine quality, purple velvet from B. Altman and Co., New York City. Apply to Box 433, THE CHINA PRESS.

20610 D-22

FOR SALE, a fine English sports dog, only 10 months old. Special offer for 30 taels. May be seen at L.H. 32 Tsin Yang Lee, Baikal Road.

20599 D.25.

FOR SALE, one oak-polished Victrola with 70 records in albums, several Caruso records, all in excellent condition, price $300. Apply to Box 428, THE CHINA PRESS.

20601 D.22.

FOR SALE, one Kodak No. 2A Camera, price $20. Apply to Box 429, THE CHINA PRESS.

20601 D.22.

FOR SALE, one 12-bore sporting gun, price $20. Apply to Box 430, THE CHINA PRESS.

20601 D.22.

FOR SALE, five-passenger Buick. A.1. condition, newly overhauled. Apply to Box 431, THE CHINA PRESS.

20603 D.25

FOR SALE, a five-drawers, drop head, sewing machine and a hand sewing machine. Both are second hand in good order, at reasonable price. Please apply to Liengy Mercantile Co., Y-15A North Szechuen Road.

20600 D.24.

FOR SALE, one new electric centrifuge by International Investment Co., Boston, price $285 (Mex.). Apply Eden Hospital, P-372 Nanking Road.

FOR SALE, Tls. 15,000 cash. Nine, foreign six-romed residences on Avenue Joffre, nearly new. Rent should be Tls. 8,000 per annum. Full price reduced to Tls. 65,000, but mortgage of Tls. 50,000 can remain. Address J. T. Hammond, No. 51 Szechuen Road.

20482

Peace Is At Hand

Are You Ready?

In the reconstruction period—now beginning—with industry revived and competition among nations for trade keener than ever before in the world's history, there will be the greatest demand for trained men that has ever been known.

"The greatest secret of SUCCESS is to be ready when your opportunity come."

Are YOU ready? For twenty-five years the INTERNATIONAL CORRESPONDENCE SCHOOLS have been helping just such men as you prepare for opportunity. Find out what the I.C.S. can do for you.

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Please send me information about the Course before which I have marked (X)

—Salesmanship	—ENGINEERING
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—Drafting	—Marine "
—Surveying	—Steam "
—Accounting	—Gas Engines "
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Learn to speak correctly—English, French, Spanish, Italian, German—by I.C.S. Special Phonograph method

Name .....

Address .....

SEND THIS COUPON TODAY

Magazine and Automobile Section of
THE CHINA PRESS
Sunday, December 22, 1918

Bringing Up Father

MAGGIE-I'D LIKE TO GO OUT TONIGHT-
I KNOW YOU WOULD BUT I WON'T LET YOU-
1
DID YOU RING-MUM?
I DID-I WANT YOU TO GO TO THE ATTIC AND BRING DOWN THE PICTURE YOU'LL FIND THERE AND PUT IT IN THE PARLOR-
2
BUT SIR-THE MISSUS TOLD ME TO BRING IT DOWN-
NEVER MIND-I'LL TAKE IT DOWN-YOU STAY UP HERE FOR AT LEAST TEN MINUTES-
3
?
4
NOW DON'T TRY ANY MORE OF THOSE TRICKS ON ME-YOU STAY IN BED-I'M COMING IN EVERY HOUR TO BE SURE YOU ARE HERE-
IF YOU HIT ME LIKE THAT AGAIN-I'LL NEVER BE ABLE TO GET OUT OF BED!
5
SAY-DO YOU WANT TO MAKE FIVE DOLLARS?CLIMB IN HERE AN' I'LL EXPLAIN WHAT YOU ARE TO DO!
HOW MANY PEOPLE DO I HAVE TO KILL!
6
ALL YOU HAVE TO DO IS LIE IN THAT BED AN' PRETEND YOU ARE ASLEEP-I'LL GIVE YOU FIVE DOLLARS AN HOUR-
IF IT'S JUST THE SAME TO YOU I'D JUST AS SOON GO TO SLEEP-
7
KEEP YOUR HEAD COVERED AN' DON'T LOOK OUT IF ANY ONE COMES IN THE ROOM-
DON'T DISTURB ME FOR A MONTH!
8
BOO-HOO! THIS IS A SAD STORY-THE HUSBAND DIES JUST AS HIS WIFE FINDS OUT HE IS INOCENT-
I GUESS I'VE BEEN A LITTLE CRUEL TO MY HUSBAND AT TIMES-
9
FORGIVE ME-DEAR HUSBAND-I'M GOING TO LET YOU GO OUT IF YOU WISH-
S-M-A-C-K!!!
10
HELP!
11
I THINK I'LL PHONE AND HAVE THE AMBULANCE READY FOR HIM WHEN I GET THROUGH WITH HIM-
GEO MCMANUS
12

Rigid Simplicity in War-Time Dinner Gowns

By Lady Duff-Gordon

Above—A Dinner Gown of Black Chiffon Over Black Net.

At Left—A Robe of Orchid Chiffon Over a Chartreuse Green Silk Slip.

At Right—A Combination of Blue Silk with Aqua Marine Chiffon.

LADY DUFF-GORDON, the famous "Lucile" of of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion, at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago. Lady Duff-Gordon's American establishments are

By Lady Duff-Gordon *("Lucile")*

THE three gowns photographed especially for this page illustrate the rigid simplicity that is the rule for wartime dance and dinner gowns. Ornate frocks appear, to be sure, but they are the exception. The dinner dresses which I show you to-day are the best examples of what you will oftenest see in formal evening attire.

They express the wearer's keen appreciation of wartime emergencies and corresponding wartime duties. They may indicate, too, the stringency of purse brought about by the war. For it is quite apparent that some manufacturers and most day laborers are the persons to whom the gale of war has brought profit. To all others it has brought the loss of curtailed income and increased expense. I heard a vivacious matron say this morning when ordering her wardrobe for the Winter, "My income grows so much smaller and my expenditures so much greater that there is such a tiny margin between them I am wondering when they will overlap."

Nevertheless, do not refrain from ordering the scant gown because you fear that it proclaims poverty. If it did, this is a time when poverty may be noble, since it may have been brought about through devotion to country. The most unselfish sentiment after motherhood is patriotism. But it means merely that, to paraphrase the old adage, the gown is being cut according to the cloth. Scarcity of cloth, scarcity of drapery. But in a broad sense it is that triumph of dressing which is suitability. I have many times mounted my pulpit and preached to you that the essence of good dressing is suitability to the person and the occasion. The bouffant gown heavily trimmed is not, save in the cases of the extremely rich, suitable to the person, nor the year 1919, the second of the war by the American calendar, the fifth by European almanacs.

The centre figure on this page is a specimen of the kind of gown that many women prefer to wear at this time. It is, as a glance will show, of straight lines, severe in its simplicity. The Spartan-like simplicity of line is relieved by the gossamer quality of the fabrics which are used in fashioning it. They are black net and chiffon.

The upper left-hand figure preserves the simplicity of line which I have denoted, but relief is found in the richness of coloring. The gown is of orchid chiffon, of a dark shade, approaching purple. The orchid chiffon is made over a slip of chartreuse green. The shoes are of flesh color.

In the lower right-hand part of the page you see a gown of pervanche blue silk. The train sash is of aqua marine chiffon.

Summing up, I should say these gowns are nobly planned for noble women at a time in which nobility of spirit reigns.

All "Lucile" Models

Keeping The Hun On His Toes In The Argonne

(War anecdotes from The Stars and Stripes)

Almost 20 years ago, in a little village in Kansas, Wesley R. Childs looked with sorrow upon the closed shutters of a little brown house just across the street. He called his wife to his side and consulted her about adopting the Dillon children—a boy and a girl, the elder scarcely five years old. Mrs. Dillon had died that morning, and the two children were to be sent away to an orphans' home.

"Yes," said Mrs. Childs, "we can take them. And we must raise them as though they were of our own flesh and blood."

So the Dillon children were adopted by Mr. and Mrs. Childs.

One day last week, on a hillside near Very, France, a gray haired man was seen wandering about from shell hole to shell hole, crawling over the barbed wire entanglements as he made his way from one object to another.

The man continued to walk about. Shells were exploding on the hillside, and the machine-guns rattled not far away.

Presently the searcher stooped and knelt down beside a still object. Wesley R. Childs of Kansas, a Y.M.C.A. worker in the A.E.F., had found the body of Sergeant Joseph A. Dillon, his adopted son.

To a sheltered spot over which whining shells passed at irregular intervals, to a graveyard on the hillside where several crosses were stuck in the ground, the father, although he had been severely gassed while conducting the search, summoned the aid of a chaplain and two men and buried his son.

At a crossroads in the Argonne there is a sign which reads: "American barber shop in first dugout to right. Shave, with German razor, 50 sentimes. Hair cut, with the Krown Prince's scissors, 1 frank. Hot German towels in daytime only. We use our own soap. Don't bring your kamerades."

The first American division that landed in France brought with it a Spanish poodle from Dallas, Texas. Dallas has learned many things since he came to France. Besides saluting the colonel of his regiment, he has learned to wear a gas mask and to hug the earth when he hears shells whistling overhead.

Dallas slept in a German dugout last week and got cooties for the fifteenth time since he has been in the army.

An American private, astride a water barrel that was being drawn on a cart by a mule, was telling the mule what he thought about the animal's balking in the middle of a road that was being constantly shelled by the Germans when a direct hit was made on the mule. The mule vanished from sight save his head, which was thrown several yards up the road, and a couple of legs, which were left hitched to the cart. The driver was thrown from his seat, unhurt. He got up on his feet, wiped the mule from his face and said to a much shaken comrade who hugged the earth near by, "That's what the damned cuss gets for balking!"

Private Elmer Little of Kansas was rounding up boches at Vauquois Farm the first morning of the battle when he ran across a short, stocky German who ran when he got sight of the Americans.

Private Little wanted very much to capture for himself a boche, so he ran after the fleeing enemy, who ran into a dugout. The Yank trailed in after him and found himself face to face with 28 other boches, including two officers. He made them all prisoners.

Mail has been delivered to many of the regiments in the front lines. Mail orderlies have been constantly under fire, and one bag of letters was pierced several times by machine-gun fire as it was being carried up to the men.

A cook in a certain California unit found a German machine-gun near his kitchen at Very. An American balloon which afforded great attraction for German airplanes was anchored only a few hundred yards away. The cook set up the machine-gun near the kitchen, and several times the past week the slum has burned while he has manned the machine-gun at a low flying airplane.

Once the hum of a German airplane was heard above the din of the artillery barrage. The cook deserted his frying pan and ran to the machine-gun. A few moments later the German airman succeeded in setting the balloon on fire, and a few moments after that the plane paused in midair, dipped and then nose dived to the ground near the burning balloon.

Officially, the fall of the German airman is credited to shrapnel and machine-gun fire, but the cook tells his comrades on the Q. T. how, it really happened.

An American major lay in a shell hole 13 hours while two wounded snipers from his battalion kept off the boches. Every time a German patrol would start out to capture the wounded officer the two snipers, although one was shot through the thigh and the other had a nasty wound in the left foot, would open up. Aid came after 13 hours when the regiment forced the Germans back.

The boys from the coast are wondering what to do with a mule that has been assigned to their division. Some one has suggested shooting him, but it is against the rules to shoot a perfectly able-bodied mule. They have pastured him in an open field a number of times where German shells explode night and day. They have heard the shells explode at night and dreamed of finding the mule blasted to bits on awakening, but always the mule is feeding peacefully on the short grass.

The main trouble is that the mule makes a noise like a gas alarm. Several times the gas guard was accused of giving fake alerts during the night, and each time the guard faced his accusing comrades with a denial.

Private Mathews was a battalion runner. He carried a message to divisional headquarters and was told to remain there for a few minutes until he was wanted again. He took off his cap, hung it up with some other caps in the dugout and waited.

Presently the general called the runner and gave him a message to carry back. As he passed out of the dugout the runner hurriedly snatched a cap—Private Mathews never wears a helmet when he is carrying messages—and started back across the field. He passed a French colonel on the road who stood aside, smiled and saluted. Mathews drew up and returned the salute, wondering the while what it was all about.

It was not until after he had reached battalion headquarters that he found he had taken the general's cap instead of his own.

A shell landed in the exact spot where a platoon sergeant had told Private Lewis to go and pick off a German sniper who was holding up the advance.

"Got him, all right," said one of the doughboys.

But their fears vanished when two more shots were heard from the hill top.

A few moments later the sergeant himself went up to see what had been done with the sniper. Private Lewis was still lying in firing position and was watching a mound of earth two hundred yards away for the appearance of a boche helmet.

"I nearly got him that last time," said Lewis. "I'll get him next shot or know the reason why."

The shell burst had shot away Private Lewis' right foot and had wounded him severely in the hip, but he was still after his boche.

A Q. M. sergeant who could not resist the temptation to leave his task of sorting out overcoats to go off chasing Huns entered a dugout containing 35 Germans. He had no rifle, but his hip pockets bulged with hand grenades. With three grenades he killed 15 of the Germans. With his fourth and last grenade he forced the remaining 20 to surrender and marched them back to his regimental P.C.

When the commander of one regiment was killed, the major general in command of that division took command of the regiment, leaving his chief of staff in command of the division. Men who saw him on the field noted with astonishment that he wore an issue uniform, hip boots and a sou'wester.

One group of 18 disconsolate boches had a hard time persuading any one to lock them up.

This little knot of 18 decided that, so far as they were concerned, the time had come for a separate peace, so they slipped through their own lines the other night and headed for America.

They rather expected that their arrival would cause something of a stir, but they found everybody busy as bees, and, anyway, the sight of a line of boches filing to the rear of our lines is such a common sight these days that no one would give them a second glance.

So, considerably bewildered, the 18 got as far back as the headquarters of a division in support before they could induce any one to listen to their story. A division which is not even in the line feels scarcely called upon to be bothered with prisoners. The division telephoned the corps. Would the corps please send up right away and rid them of these unpaying guests? Certainly not, said corps coldly. Corps was too busy. Corps would consent to receive the prisoners, but division would have to deliver them at the corps cage.

In despair, the officer on whose neck the 18 were hanging rushed out to the crossroads and intimidated an M.P. into going without his lunch so that he might escort the captives into captivity.

Hermann Schmidt, late of Forty-second Street, New York, where he tended bar, and more recently of Yonkers, where he ran a little cafe of his own, has been taken prisoner. He is now in durance not noticably vile and doesn't seem to mind. It should be explained at this point that Hermann was taken prisoner by the Americans, not by the Germans.

For, just before the war broke loose, Hermann, who had an old sweetheart of his in Germany, went back to get her, and, though he had taken out his second naturalisation papars in New York, he was grabbed and clapped in the German army.

For four years he has served the Kaiser's purposes, and when it came his turn to be captured, it was just his luck that the opposing troops were from his old home town and numbered among them, without doubt, some of his thirstiest customers. Hermann's status has not yet been decided.

A colored unit was moving up to take its place in the line of battle. It was early morning, and daylight had not yet began to break.

"Hey, sergeant," came a voice from over in the brush to the left; "when we all goin' to find them boches?"

"Never you mind, child; you all gonna find plenty of them things 'fore long."

"Well, I sho hope so, sergeant," came the voice. "If I don't get rid of dis mean feelin' 'fore long I'se gwine to carve up on the mess sergeant, sho!"

Two colored doughboys were resting in a shell hole when a boche shell flew over head and exploded a few yards away.

"You hear dat baby sing, Buddy?" queried one.

"Sho did," the other said. "But you all gwine ter hear de angels sing if you don't get dat black noodle o' yourn down."

A certain artillery regiment had been studying and firing artillery problems for over eight months. These problems were worked out and fired at sham trenches on practice ranges. As the firing ceased the announcement would follow, "End of problem."

The regiment went into action in the Champagne attack. For over two hours it hurled high explosive upon German positions, firing this time upon real trenches and real batteries. Yet, when the bombardment ceased, a chief of section stepped up with this remark:

"Captain, is this the end of the problem?"

When the infantry lines moved forward at 4 o'clock on a recent morning, Cook Ferguston was AWOL. Look as they did, the other cooks could not find him. They branded him as a deserter and calculated that he had gone over the hill when the real test came.

But when noon came Cook Ferguston was back on the job, and as happy as a lark. When the doughboys went over the top at 4 o'clock he had gone over with them. He brought nine boches back with him.

An American liaison officer who knew little French and a French artillery officer who knew little English had important business together during the height of the recent fighting.

"Henri," said the commandant to a young sergeant, "I have seen you talking to Americans several times. Can you speak English?"

"No, mon commandant," answered Henri simply.

For all that, Henri and the American officer were soon engaged in vivacious conversation. At its conclusion the commandant turned to Henri.

"But you speak English very well," he said.

"No, mon commandant," Henri still insisted. "We were talking in German."

At the Dressing Table.

By Mimosa

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure coilandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

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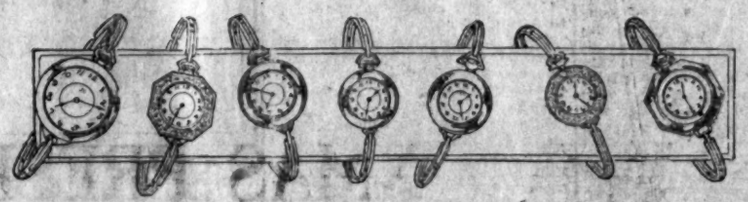

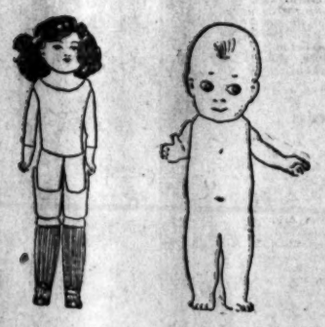

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MOTOR DRIVER DISAGREES WITH JUDGE'S CATECHISM

Takes Exception To Test Questions Put By Magistrate House Of New York

Magistrate House, who sits in the New York Traffic Court, some time ago proposed a ten-question catechism for motorists. He said the queries, if studied, answered and made to act as a guide, would help to decrease the number of accidents to aged persons and children.

Apparently all drivers do not agree with the judge for a writer in last month's issue of Motordom has the following to say in reply:

"With all due respect to the learned judge the one who drafts the following answers does not believe Judge House knows what he is talking about, as from these questions it would appear that he knows little or nothing about driving a car himself, although we know his intentions are good and he means right enough."

Ten Questions For Drivers

These are the questions:

"Do you stop when streetcars stop ahead of you?"

"Do you ever have your speedometer tested?"

"Do you ever stop to look at your rear lights?"

"Do you drive in wet weather without chains?"

"Do you test your brakes before driving your car?"

"Do you know what makes an automobile smoke?"

"Do you talk to persons in your car while driving?"

"Do you know the rules of the road?"

"Do you order the chauffeur of your motor truck to operate it without proper equipment?"

"Do you order a taxicab driver to break the speed law on a 50 cent trip and then let him pay a $50 fine?"

The magistrate ends with this bit of advice: "Be a careful owner or driver and avoid trouble and inconvenience."

Ten Answers Of A Driver

"Not if I can pass eight feet away with perfect safety to others, and not if the car is not taking on or discharging passengers."

"No, because safety of pedestrians doesn't depend upon a speedometer."

"No, because the telltale light on the dash tells me if it is out."

"Yes, because cars will 'skid' with chains, and they engender overconfidence, often resulting in disaster."

"No, because I must be driving the car to know positively that they work properly."

"What has that to do with 'safety'?"

"Yes, one doesn't drive with his mouth or talk with his eyes."

"It makes no difference whether one does or not when the 'cop' wants a 'credit.'"

"The term equipment is ambiguous and covers a multitude of useless accessories."

"Taxicab rates discount such losses. A taxicab driver never obeys 'orders' of his fare."

But as the dessert often compensates for a bad dinner, so the advice to "Be a careful owner or driver and avoid trouble and inconvenience" should be religiously observed.

Eddie Rickenbacher Is Captain Of Fliers

'Rick' Has Hard Time Entering Game But Proves His Mettle

It goes without saying that the many friends of Eddie Rickenbacher, ex-racing driver, are delighted that this American ace has been made a captain in the battlefront.

His promotion makes it meet to recall the efforts made by Rick to get into the flying work. He came back from England about the time America entered the war. He had been working in the Sunbeam factory there. Rick was filled with the idea that racing drivers, with their knowledge of internal combustion engines and their proved courage in speed work, would make ideal airmen. He telegraphed about the country, getting pledges from the racing drivers to enter the government service, and corralled a whole squad. This cost him a great deal of money, which he spent willingly. Then the whole thing was turned down, because the racing drivers did not qualify as college men.

Undaunted, Rick got into the army as a sergeant in the Signal Corps. When he first went abroad he drove a car for General Pershing. Later his ambition was realised, and he was commissioned a lieutenant in the Aviation Corps. He has a record of nearly twenty enemy airplanes officially, and more unofficially.

It is worth while noting that another ex-racing driver, Caleb S. Bragg it was, recently made a wonderful flight record from Dayton to Washington and then to New York.

INDOOR SPORTS By Tad

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SAY - TRYIN' TO FIGURE OUT A BILL FROM A SERVICE DEPT IS ABOUT AS EASY AS SHOVELLING QUICKSILVER WITH A PITCHFORK
RIGHTO - THOSE BIRDS IN THE SERVICE DEPT DONT CARE WHAT THEY DO WITH ANOTHER GUYS JACK - ITS NO CRUST OFF THEIR PIE
INDOOR SPORTS.
TRYING TO FIGURE OUT A BILL FOR AUTO REPAIRS THAT YOU HAVE JUST RECD FROM THE SERVICE DEPT
Tad '29

Gasoline Dangers: And How They May Be Safely Avoided

Few Know Fuel's Properties Or How It Should Be Handled Or Stored

By William H. Stewart, Jr.

The necessity for fuel conservation has brought the subject of gasoline very prominently before us, making it a frequent topic of discussion. The fact has impressed me that very few people understand its properties. Every-one knows how powerful it is and how dangerous, but few know how safe it is and how properly to handle and to store it.

It is generally known that gasoline is derived from crude petroleum by a process of distillation. Other products are kerosene, lubricating oils and greases and paraffin, all used about an automobile. It has no color. It boils at a temperature from 115 degrees to 150 degrees Fahrenheit, depending on the grade. It is composed of two such dissimilar elements as hydrogen and carbon. The latter is familiar to us in the form of charcoal. Hydrogen is a gas, one of the constituents of water. It is a remarkable fact that two such elements as hydrogen and carbon should combine and form a substance with none of the characteristics of either of them.

The dangerous nature of gasoline is well known, so that it will not be necessary to emphasise the following details of care necessary in filling tanks: Stop the engine, so that the flame from the exhaust may not set fire to the vapor; put out all open-flame lights, such as kerosene or acetylene; prevent spilling, as the vapor may easily be ignited as soon as the engine is started.

Gasoline should be stored in an underground tank, since there it is always cool and the fire danger is completely removed, there being no case on record where an underground tank has exploded. Small quantities may be kept in a case in a well ventilated place. The can should not be air-tight, but should allow some vapor to escape in order to avoid dangerous pressure. As this vapor is exceedingly dangerous it must be carried off as fast as formed by thorough ventilation. If allowed to accumulate this vapor sinks to the floor and needs only a flame to give a disastrous explosion.

On the other hand, gasoline is extremely safe when properly handled. It cannot be set on fire by the lighted end of a cigar or cigarette. An electric spark or a naked name is required for this. The real reason for the "No Smoking" signs in garages and wherever gasoline is handled is to prevent the striking of matches. Many a car has been burned by having a lighted match tossed under it or near it. The heavy vapor from the gasoline, perfectly invisible, creeps along the ground, where it lies waiting for such an accident.

Contrary to popular opinion, a full tank is far safer than one which has just been emptied. There the vapor is mixed with air in explosive proportions, whereas the full tank has so saturated the air in the top that it cannot explode. When any soldering has to be done on a gasoline tank be sure that it is nearly full and then you can work on the leak with perfect safety.

TRACTOR PLANT FOR MEXICO

E. G. Liebold, secretary to Henry Ford; A. B. Jewett, Ford Motor Company photographer, and Gaston Plantiff, manager of the Ford Motor Company at Long Island City, have gone to Mexico to investigate the situation in that country with a view of establishing a tractor plant.

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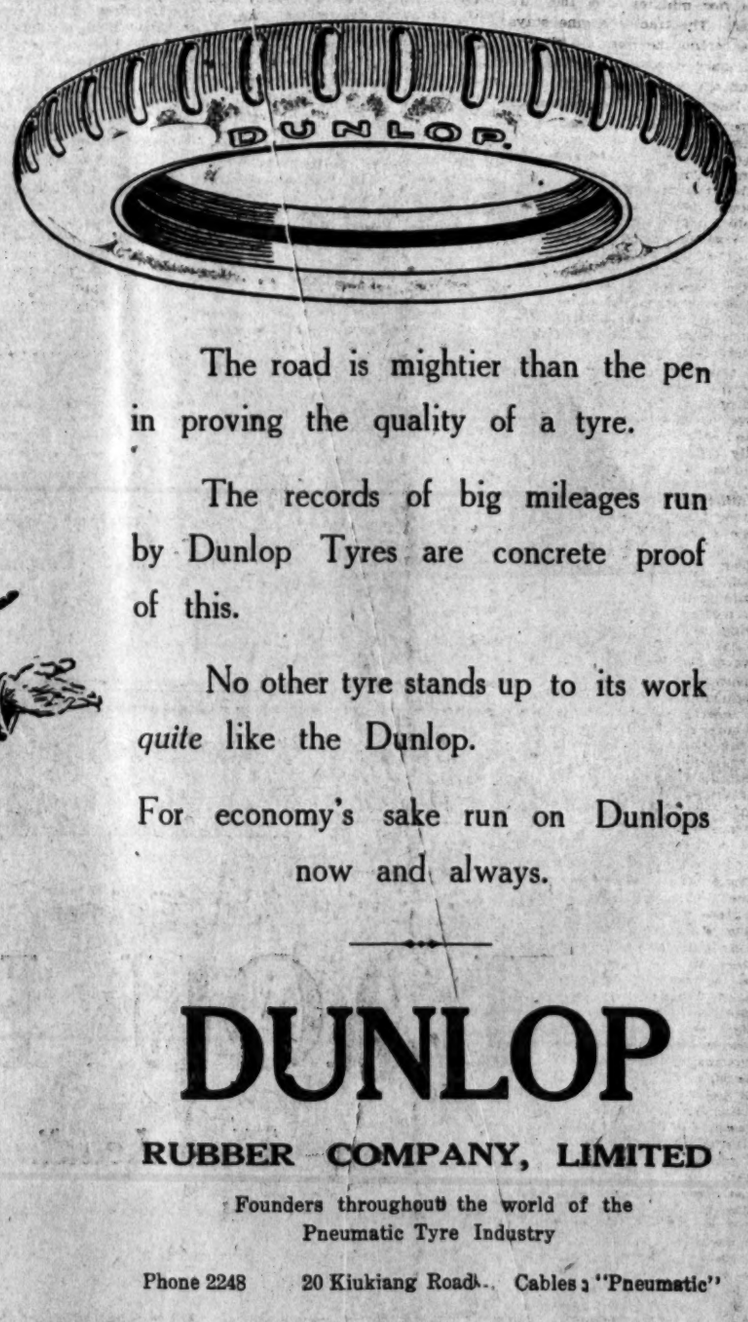

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Pre-eminence Established Of Internal Combustion Engine By Modern War

By Harry A. Tarantous

It is an old axiom that every evil wind inevitably carries some good on its somber wings. In the great world conflict, we may find proof of the accuracy of this venerable proverb. Bringing misery, agony and death to half the population of the civilised world, this frightful war has served to establish the pre-eminent value of the internal combustion engine, so that none may mistake it. It has given this type of power plant the opportunity, the chance to demonstrate its marvelous efficiency, under conditions that have compelled the whole world to heed. Moreover, the fiery furnace of the life or death struggle has forced improvements to be made in the internal combustion engine in a few months' time, that would have taken a generation to accomplish without the spur of war's necessities. The aircraft engine of today is the great grandson of the engines in use in 1914. The world will be poorer in many ways after the war, it must spend long years in atoning for its orgy of fire and sword, but one thing it will have gained will be a marvelously enhanced system of motor transport in every field of endeavor.

At the present time there are nine distinct types of internal combustion engines, which the automotive industry manufactures and utilises. Each type has its own distinct field of usefulness and none may be forced into another field with satisfactory results. The nine types are: automobile, racing car, motor truck, motor cycle, motor boat, motor ship, aircraft, tractor and stationary.

All Types Aid In War

All these various types of engines have helped to make possible the prosecution of war on the gigantic modern plan; without them the fighting would probably be much like the organised brawling of the eighteenth century. Both troops and supplies would move slowly and the enemy's movements would still be reported by comparatively slow cavalry patrols. Instead of which we have the internal combustion engine speeding up the army all along the line. The motor truck transports supplies and even fighting units, at a speed hitherto undreamed of and with the regularity of clockwork. The aircraft engine drives the scout planes that make it possible to know the enemy's movements a few minutes after they are attempted. The tractor engine stays at home behind the lines to till the soil and make it possible to feed the army and the workers on whom the fighting line depends. The motorcycle is indespensible for despatch work and thousands of them are constantly on the go between the lines and with the army. The stationary engine does its bit at home and with the army in various useful capacities. The motor ship engine makes the submarine possible and the motor boat engine drives the submarine chaser. Lastly the racing car engine, from which the aircraft type has been evolved, aside from having served as a pattern, is used in staff cars to carry important officers from place to place and for despatch work.

These types are like men. They may use the same sort of fuel, may resemble one another outwardly perhaps, even be members of the same family and still they may be characteristically different in their performance. Just as a 200-pound ditch digger is physically and in his mental abilities different from the banker, the preacher or the engineer, so is the automobile engine different from the aircraft, plane or the motor boat engine from the stationary engine. There may be many points in common structurally but the requirements in performance for one sort of work being different from those in another, call for basic differences in the design of the engines.

High power, low fuel consumption, light weight and reduced vibration are absolute essentials for one class of work; in another the fuel consumption may be neglected together with the weight, while power alone must be considered. In a third, the size of the engine is limited and in others quietness is of utmost importance. Some types even neglect quietness altogether.

Take for example the aviation power plants which are required to lift a plane 1,000 feet in a few seconds and give plane travel of 150 miles per hour. This is the accomplishment of some of the scout planes used abroad. The engines must have high power, they must be light and have half a dozen other features not found in, let us say, a motor boat engine. Take the twin-twelve Duesenberg engine used in the Disturber IV, a record-breaking racing boat. Here is an engine built for a speed boat and capable of pulling it 60 miles per hour through the water. This engine is heavy to be sure and its fuel consumption is simply astounding, something like two gallons per mile with wide open throttle. It is almost as long as the boat, still in its stripped simplicity it is merely two twelve-cylinder engines coupled so as to give the performance desired in a motor boat. Compare these engine performances with those of racing cars. The racing-car fan delights in referring to the Burman-Benz record of 25.4 seconds for the mile or at slightly under 124 miles per hour; or to Duray's 300-horsepower Fiat record of over 142 miles per hour made over the beach at Ostend, Belgium. These speeds are high but when compared with the speeds made every day by planes on the battle front they fall almost into insignificance.

Still, with all their differences, as mentioned previously, it is possible in some cases to change one form of engine into another, as for example an aviation plant may be used in an automobile as the Packard Company showed when it placed its 110-mile-per-hour aviation twelve in a chassis. This car will be raced this year by De Palma. Or as the Hudson Company has done this season in taking a stock engine giving approximately 70 horsepower maximum and by a series of changes—not cylinder size, causing the engine to show over 115 horsepower with additional characteristics making it ideally suitable for use as a racing-car engine. This new Hudson outwardly resembles the regular stock Super Six engine but the racer has larger valve openings, greater valve lift, two carburetors instead of one, the connecting rods are drilled and machined for lightness, the pistons are lighter so that the rod and piston is two pounds lighter than the regular assembly, the oiling system has been changed, etc.

There are many detail differences between any other of these nine types and the automobile engine, the type of power plant best known to our readers. This is our reason for choosing the automobile power plant as a basis of comparison in attempting to elucidate the minor points of design, which comprise the essential differences among these nine types.

The automobile engine must be quiet, it must not vibrate excessively, it must weigh as little as possible and respond to quick changes in throttle movement. The six-cylinder designs fix the maximum length. All parts must be accessible so the work of repairing or adjusting will be facilitated. Running at high speed some of the time, the oiling system must be such as to get the correct quantity to the bearings and at the same time; the cylinder walls and pistons must not be over oiled. It must have power at low speeds so that the car will run slowly in high gear; it must be capable of quick increases in speed and power to give the desired acceleration. There are many other requirements most of them being taken up in the following comparisons, which it, should be remembered are of types and not specific engines.

The Aeroplane Engine

We shall take first the aeroplane engine. It is newer and closely allied with the automobile engine. An aircraft engine operates at its maximum revolutions per minute with throttle almost wide open, whereas an automobile engine runs normally at about one-quarter throttle opening. The power output of an aircraft engine per unit of weight must far exceed that of any other type of engine because of the necessity for lightness, which also demands that fuel consumption be the lowest possible. In the automobile the desire for fuel economy is a personal question involving the desire on the part of the owner to save money, while in the aeroplane engine economy of gasoline is a direct function of performance.

The economy of engines is expressed in pounds of fuel per horsepower per hour. Every pound of fuel per hour that can be saved by making the engine more economical is so much added to the performance of the plane in speed and climbing ability. For every extra pound of gasoline carried three pounds must be added to the plane in structural requirements and lifting surface. Many of the older aircraft engines failed because they used so much fuel that the fuel itself weighed entirely too much in proportion to the rest of the outfit. The fuel economy item is the reason so many light engines intended to be aircraft engines have finished their careers as marine engines. True, they developed great power for light weight, but when gasoline weight was figured it was found that they were imporsible for air use in any continued trips.

An aircraft engine is not a high-speed power plant as we use the term in automobile work. Fifteen hundred revolutions per minute is a good desirable maximum whereas in automobiles we have engines turning up much in excess of 3,000 revolutions per minute. Sometimes in planes, the engine is of higher speed than usual but the propeller then must be geared down because of the relation between plane speed and propeller efficiency.

Generally speaking the compression pressure is higher in an aircraft engine than it is in an automob le, the engine will not run at the slow speeds demanded in an automobile power plant and the cooling system is different. The radiating surface of an aircraft engine if applied to an automobile would require too much room.

In aircraft engine design the question of quietness of operation is not a dominant one as this is preceded by lightness in weight, power and fuel economy. Other items which concern the designer of an aircraft engine are crankcase rigidity and gasketting. The crankcase must be more rigid than in an automobile and working with high compression makes it necessary to have joints which cannot become leaky. Standardisation is of course just as important an item in aircraft work for war purposes as it is in automobiles.

Fine Materials Required

Materials must be of the very finest to insure reliability, hence the best grade of alloy steels are used for the connecting rods, crankshaft, etc. This increases the cost tremendously so that even if satisfactory from every other viewpoint, it could not be used except in cars of the very highest price.

The modern racing car engine from which many lessons in automobile engine design have been learned might be referred to as the instructor in the school of high-speed motor engineering. Here is an engine which today, even in exterior appearances is different from the average automobile engine. It is an over-head-valve design with large valve areas obtained in the modern designs by using four valves per cylinder instead of two. Its power output runs in the neighborhood of 100 horsepower and over and its speed as high as 3,800 revolutions per minute. It has four cylinders and no attempt is made at quietness. Power and speed are the main requirements with fuel economy given little consideration. The crankshaft is heavier and the bearing friction lower. The reciprocating parts are as light as they can be made and withstand the stresses imposed upon them. Pistons are mere shells and connecting rods are either tubular or I-beam machined all over. The clearances in a racing engine are sometimes four times those used in automobile engines, because, otherwise at the higher speed lubrication would be impaired. Many of the racing engines burn bearings merely because the clearances are too small and the thin oil film permitted by the clearance is broken down and the parts run dry. The lubrication is by pressure to the bearings and the pressure often runs as high as forty-five pounds per square inch to insure oil being sent to the required parts. The valve timing required for an engine of this kind naturally calls for different cam contours, and since timing at high speeds must not be interfered with valve spring pressures are higher.

Carburetion and ignition also must be different. The carburetor must be large to supply the large volume of mixture needed by the engine and the feed must be as direct as possible with manifolding short and straight. In some designs, especially where the engines have a large overall length, it is necessary to use more than one carburetor. Spark plugs must be specially constructed to withstand the higher heat and pressures and even with all constructional precautions plugs occasionally have their insulators blown out of the shells. Running at wide open throttle for long periods, as racing engines do, requires an accurately designed cooling system; there must be good circulation around the valves and the spark plugs. The jackets usually are much longer than in automobile engines, extending much below the stroke.

As is the case with the aircraft

(Continued on Page 9)

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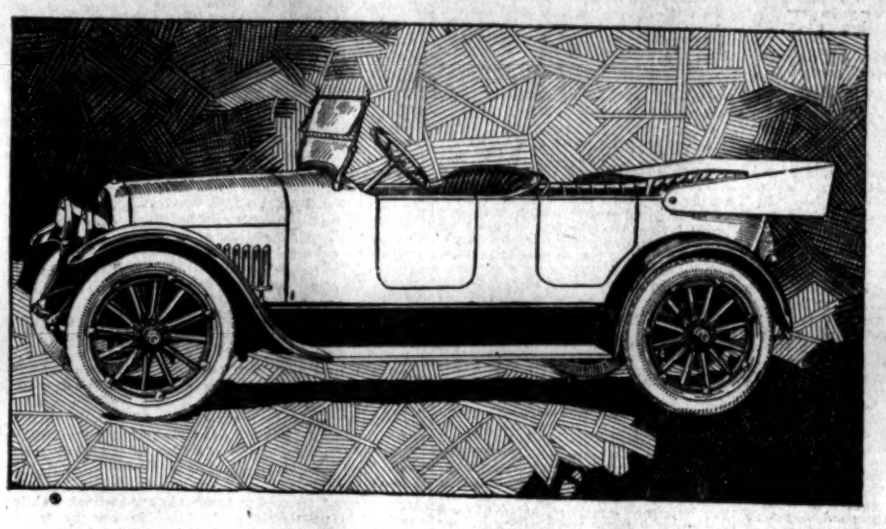

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By Lieutenant P. W. Place
In Motor

We arrived in France in midwinter and it was my lot to take a convoy of twelve ambulances overland on a run of about 800 miles. Near the coast the weather was not too cold and there was no snow. We expected to find snow and ice before our journey was ended, but in spite of all our requests for anti-skid chains, we were started on our way without them. We did succeed in getting enough rope to make tow-ropes for all the cars and with two drums of gasoline per car we set out.

The motors were all stiff. But we could usually find one in the lot that we could spin, aided by a kettle of hot water, provided by some kind French housewife, to warm up the carburetor. Then we would start in towing the cars to start the motors. It must have been a strange sight to the inhabitants of some of those quaint villages to see the half dozen ambulances, driven by men in olive drab, towing the others about the narrow streets.

We hadn't been on the road very long before we began to have trouble with clogged gasoline lines. The sediment bulbs were improperly designed and the dirt would lodge near the needle valve instead of dropping into the cup. The only way to clean them was to take the bulb out bodily and blow the dirt out. Considerable gasoline was lost during the operation and it was sure to fall on the man working under the car. We found that we could plug the hole with a pointed stick put through the filling cap so that cleaning a bulb was only a question of five or ten minutes.

When we got into the hills we found snow and ice. Fortunately all the tires were antiskids or we never would have gotten through. If any of my readers have ever toured France between Nevers and Dijon, passing over that beautiful crest of hills, which is crowned by Chateau Chinon, they will know what troubles we had in climbing these steep grades in snow and ice without chains. The rear wheels would spin if a car stopped for any reason, then everyone would have to get out and push until the car was under way again. The only way we could make any headway was to run on the grass beside the road, bumping through the cross ditches at fifty foot intervals.

Finally, after some five or six miles of upgrades, we reached Chateau Chinon and could see the tree-lined road unwinding for miles below us, and wondered how many cars we would find when we reached level going again. We were relieved to find them all safe at the bottom, most of them having come down the grades in second gear. I usually rode at the rear of the convoy to pick up any cripples and when we reached the last days of our run, the men having been sleeping in stables and barns as well as sometimes in the cars, we were all anxious to find our company, so I started the convoy on the way, telling the leading car to be on the lookout for a road to the left. When we reached the fork of the roads, I saw the convoy going like mad on the wrong road. At first I was inclined to be peeved, then began to laugh, wondering where those homesick boys would ever stop. Fortunately there was another cross-road, which had the name of our destination on a large sign and we were soon in town, where we expected to find our comrades, but, alas, it was only a "regulating station" and the company had moved on.

On the next day's run, our car was climbing a steep hill in snow on second gear when the going became too hard, and the driver shifted into first gear. The wheels began to spin and we began to slide backward down the hill at an alarming speed. The driver kept his head and managed to steer the rear out into the ditch without upsetting. Then we had to bring the cars over on low gear, using just enough power to keep moving. That afternoon we pulled into the little village where our company was billeted after seven days on the roads, thankful that we had come through without serious mishap.

In 1916 when I was with the American Volunteer Motor Ambulance Corps, one of the cars broke the aluminum starting crank casting and one of our French mechanics spent a day and a half bending and rivetting on some iron straps which tore out the first time the car was cranked. I incurred his displeasure by bolting a wooden block to the engine base with a piece of plank with a hole supporting the starting crank shaft, but was unable to find a piece of pipe to prevent wear. The poor man was afraid that I was trying to show him up as a mechanic, but I did not start on the job until, with many wonderful French "cuss" words, he announced that he was through with it for all time. The job lasted for over two months when the hole wore enough to prevent the pawls from engaging. In the same corps we had a pressure-feed gasoline tank hung on the frame, which had a leak beside the brackets, and solder would hold only a few hours, as it broke always in the same line. After considerable study, I thought if a block were soldered over the line of fracture, it would act as a brace and distribute the strain, so I shaped some blocks out of copper pipe and soldered them in place and was gratified to find the job permanent.

We had great need of a drill press and managed to acquire a breast-drill, but found it rather slow to drill through a thick piece of iron. A kind-hearted Frenchman put his shop at our disposal and, out of an old wagon brake, we made a rather homely but serviceable device.

The rear wheels had to be pulled off occasionally to re-line brakes and to grease the wheel bearings. A piece of iron rod came in our way and was bent into a sort of V with lugs on the ends to catch the felloe and with a block against the axle and a jack to furnish the power, we found we could pull the wheels off with ease.

Radiators are a source of constant trouble. Nearly all the brass shells around the inlet pipe fracture and leak. Soldering is not very permanent as it usually breaks in the same line. It was found that a piece of brass in the form of a U, soldered in place, made a repair of permanence. One radiator had one line of tubes cut by a piece of shell. It was repaired by cutting the tubes off even with a fine hack-saw blade slipped in between the fins. The damaged fins were then cut out to give an opportunity to make repair. The ends were closed by soldering a trough of brass and running in enough solder to completely imbed the ends. The radiator was made presentable by replacing the damaged fins, which had been cut out, with the fake fins of tin.

The tubes have a habit of breaking near the bottom plate and it is rather hard to run solder all around them. This was obviated by bending a hook of flat brass around the tube and flowing the soldering in.

Two water-pipe connections to the radiator and pump had broken flanges and were repaired in the following manner: the first fortunately broke a short distance from the pipe, leaving a small shoulder. A plate of flat iron was cut into the form of a U, which held the connection in place and after several months is still in place. The second broke into the lumen of the pipe, making a plate repair impossible. The flange and adjacent part of the pipe was filed bright and a flange of thin iron was slipped over the pipe. The pieces were held in place by bolting to a board and the space between the flanges wrapped with copper wire and run full of solder. The bolts were then driven out carefully and the holes drilled out to proper size. The repair remained intact for four months, finally working loose, and was then repaired by an autogenous weld in the division repair shop.

Some of the float arms of the oil gauges worked out of the pivot blocks which were made of solder or other soft metal, and it was impossible to rivet them in again. Any attempt to solder them always resulted in melting the block. No small tubing or brass rod being at hand, to make a bearing in the block for the pivot pin which holds the block in place, a tube was made by winding brass wire around a nail, then winding in the float arm and soldering the mass together, sliping out the nail just before the solder set. This made a job much more durable than the original.

One of the connecting rod bearings burned out, (due to many miles of low gear work) during a push. (contrary to popular belief, all of our work is not done at top speed). No replacement could be obtained at the time so it was a question of towing, which is very trying in convoy formation, as both cars would be loaded to capacity, or finding some kind of substitute. Pieces of brass from a "75" shell-case were annealed and shaped around the crank pin by clamping under the connecting rod. They were then soldered in the brass shell of the bearing, thus taking the place of the babbit. We were afraid that it would not run very far, but did make about 400 miles before it could be replaced. It was beginning to wear loose and had slightly ringed the journal.

The side-car wheels are subjected to many severe shocks with resulting breakage of cones, both on the axle and the cone part of the hub of the wheel. The hub of one of our side-cars became so badly broken even with new cones on the axle that the balls could not be kept in place. No new wheel could be obtained, so the axle was slipped out and reversed, giving a plain round shaft. A tube of shell brass was soldered inside the hub of the wheel, the wheel was then slipped on the axle and held in place by a collar and bolt through the shaft. This repair ran for about 1,000 miles before wearing out, and would have gone farther if suitable lubrication could have been provided.

A piece of shell smashed into bits the rear end of a muffler and the inside tubes lost on the road. Mufflers are rather important, as sometimes in the night the ambulances go very near the front lines. We came across a six inch shell-case, which just slipped over the end of the muffler shell, and with some baffle plates properly spaced, made a rather heavy but very solid job.

We have had our experiences in towing of the cars, sometimes 150 miles at a stretch. We were towing a car, with two two-ropes on the hooks on the corners of the frame, when the front car slowed down suddenly and the rear car ran over one road, then the front car started ahead, pulling the rope under the wheel, holding it from turning long enough to wear through the casing causing a blow-out. We then twisted the two ropes together and had no further trouble as the rope would then fall down between the wheels. The only safe method we find for night towing is to hitch up short behind a truck, leaving only enough space for the bumpers to swing a little on the corners. The bumper of the ambulance strikes the rear bumper of the truck in case of a stop, but not hard enough to cause trouble.

MOTOR TRUCK MADE GOOD IN WORK AT THE FRONT

Its Service In War Wins Praise Of British Tank Corps Engineer

New York, November 17.—Major George A. Green of the British army, who for nearly two years has been first assistant to the chief engineer of the British Tank Corps, opened the motor transportation conference last night in the Colt-Stratton Building, 1447 Broadway. He told of the operation of army trucks in France.

"The roads of France have made it possible to move immense quantities of war material and thousands of troops at short notice to points where they were urgently needed," he said. "They are much better than the great majority of American roads and the influence of the thousands of American members of the Army Motor Corps is bound to be felt in the direction of good road building on their return to this country.

"Another thing which impressed me was the almost total absence of engine trouble in the transport trucks. In practically no case, except when injured by shell fire or when ditched on the side of the road, did I see a single truck out of commission, due to engine defects during a period of over a year and a half in France. The trucks in use were equipped with all makes of engines—American, British, French, and Italian—and they gave wonderful service."

A series of films were shown of the whippet tanks in operation and under practice tests. A lecture on the use of automobiles in war was also given by John R. Rustis.

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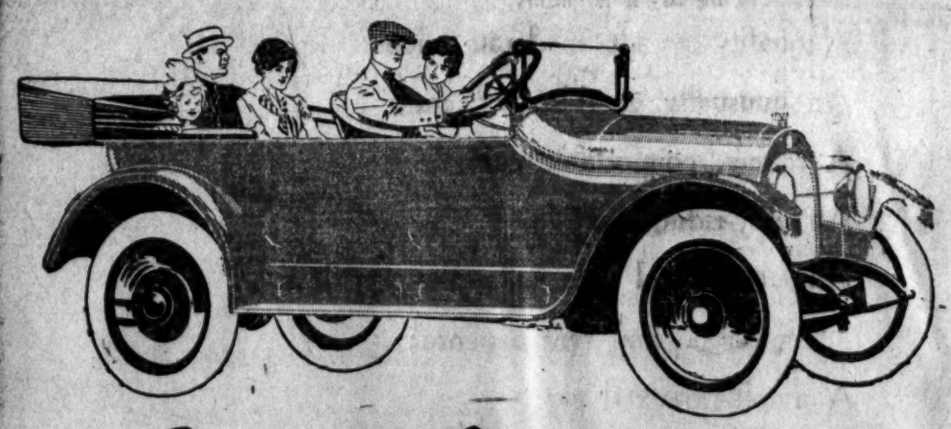

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Pre-eminence Established Of Internal Combustion Engine By Modern War

(Continued from Page 7)

engine the speed-car plant must embody materials of the very best grade. Nickel, chrome-nickel and other varieties of steels are used extensively which would be out of the question in anything but the highest price cars on the market and even in such cars many of the alloys could be dispensed with.

The Motor Boat Engine

While there are many automobile engines whose performance figures make them eligible for use in motor boats, there are so many structural differences between these types of engines that one cannot supplant the other. A motor boat engine operates normally at full load and its operating speed rarely exceeds 1,500 revolutions per minute. This, of course, depends on the propeller efficiency and the speed of the boat. While automobile engines are designed for level mounting, the motor boat engines is so supported that it lies at an angle for otherwise it would not be possible conveniently to keep the propeller under water. The shape of the hull is usually such that the crankcase must be shallow, and as interior inspection when the engine is installed cannot be made from underneath, side plates must be used instead of an oil pan. The engine instead of having its flywheel in the rear, uses front mounting which of course is not altogether motor boat construction since a few cars have used this in the past and one at the present time.

A great number of automobile engines are cooled syphonically but this system cannot be used in motor boats nor can the usual pump system be employed unless a pump of larger capacity is used. In the boat the head of water to be overcome is much greater than in an automobile, hence the pump and water manifolds must be larger. The automobile cooling system is otherwise deficient in that the water jackets are not thick enough. Boats operated in salt water must have unusually thick water jacket walls because of the action of the salt water in rusting the metal. It is possible to wear away the water jackets of an automobile engine in a few months running.

Motor boat engines operate at lower compression than automobile engines and also run cooler. There is no assistance by a fan but the water jacket is continually changed from warm to cold, since it is drawn from the body in which the boat is sailing. All parts of the engine, especially the crankcase must be made of materials which will not quickly be destroyed by the action of salt water.

And The Motor Ship

Closely allied with the motor boat is the motor ship whose engine is of the Diesel or semi-Diesel type. These engines are totally different from the automobile power plant structurally and in nearly every phase of performance. They are slow-speed, heavy, powerful engines usually of six or more large cylinders. They operate at nearly constant pressure and use crude oil, distillate or other cheap fuels. These are fed into the cylinder under pressure with air and no spark plugs are used for firing but instead the heat of compression is used. One of the illustrations on the previous page shows a motor ship power plant used in a submarine. This is an eight-cylinder model and it is quite apparent that, while it is an internal-combustion engine, it is a far distant relative to the automobile plant. No attempt is made in this engine to get high rotative speeds, in fact it is not possible to get sufficient speed from this type to make it suitable for automobiles of today. The pistons and rods are heavy, the bearings very large, in fact there is a semblance of stationary power plant design. The cylinders are usually cast separately or in pairs because of their large size, so the block-casting method so prominent in automobiles is not of much use. The cylinders cannot be shaped in any desired way and the valving must conform to certain standards of design which the Diesel demands. Accessibility is a very important factor, and in many of the designs it is easier to get at the interior parts than it is in an automobile engine. Large side plates on the crankcase are universal, so that the bearings may be inspected and adjusted quickly and easily.

Many persons believe that a well-built automobile engine is a suitable motor truck power plant and while this may be so in some instances, the needs of the motor truck are such as to call for a type of motor, having certain definite characteristics. In small commercial cars, it has been found that the automobile engine answers very well and some of the larger companies have transferred their pleasure car power plants to their trucks, with slight detail changes. But in the larger capacity vehicles truck power plants differ from automobile engines in certain fundamental characteristics.

The motor truck engine must withstand greater vibration than the automobile plant because the truck uses solid tires and stiff springs. The parts must be heavier, the bearings larger, the clearances different and the oiling system made to care for heavy service. There is no attempt at making the engine attractive looking although this is an advantage and is so considered by some truck engine makers. The truck engine is a heavy-duty type, powerful and running at considerably slower speeds than the average automobile engine. Smoothness of torque is not so important as it is in automobiles and even quietness is not an absolute essential although it is desired. Simplicity of construction is just as desirable in a truck engine as in an automobile plant; it must be ideally accessible both as a unit and in the event that parts repairs are necessary; since the economy of the truck is impaired by delays in repairs these must be made quickly and easily. Economy of fuel and oil is of course important here as in automobiles. In trucks the four-cylinder engine is almost universal because of the demand for power without exacting requirements in other directions.

The first offspring of the motor truck, the farm tractor, is still so young in its development that it is not possible to give any useful definite data on the average performance and construction. At the present time there is no acknowledged type of tractor motor as to cylinder number, performance or construction but engineers are well aware of the characteristics such an engine should have and are now working toward meeting the obvious needs. There are many tractor engines in use now which are highly successful considering the youth of the industry. From the present indications it looks as though the four-cylinder will be the dominant type, made either in L-head or valve-in-the-head form, having the general structural characteristics of the automobile engine, with which the farmer already is familiar.

Since a tractor engine must operate at from half to wide open throttle most of the time with hour stretches at full load and speed, the parts must necessarily be very strong. The crankshaft must be heavy, the bearings large and the cooling efficiency high. Although running at slower speed than an automobile engine, they operate at full throttle for such long periods that lubrication must be of the best and the system of such design, that over oiling the cylinders is prevented. Tractor engines must be designed to use cheap fuels otherwise the use of the tractor will not be justified. To use distillate and similar fuels, higher heat must be present and the combustion chamber temperature must be more uniform than in an automobile engine. Operating at higher temperatures the valves, spark plugs and other parts must be protected by ample cooling water space. A very important point which requires consideration and which is absent in automobiles, is the necessity for cleaning the air which enter the carburetor; otherwise the crankcase will soon be full of dust and dirt kicked up by the tractor. In addition tractor engines are usually governor fitted. These are the main points which must be considered and as experimentation continues the finer points of the design will assume more definite shape, and from present indications it is a matter of less than a year before a standard type will be evolved.

Motorcycle High Speed

Our little brother the motorcycle has a power plant all its own. Strictly a high-speed proposition it compares in this respect with many of our automobile engines. It is more powerful per unit of load than the automobile engine. Size is naturally of importance in a motorcycle, because there is not much room for mounting. Hence the two-cylinder V engine is almost universal. Since low weight and simplicity are factors, air-cooling is almost universal. Economy is an inherent feature, and a most desirable one since it would be impractical to carry along any great quantity of fuel and oil. Accessibility is very important, especially as regards the carburetor and ignition apparatus.

There remains the stationary engine which is a very distant relative to all of those mentioned in the foregoing. There are many points in common between the stationary and the motor ship power plant, but, as regards any similarity to the automobile engine, it might truthfully be said that the only one is the principle employed of using a hydro-carbon fuel. The stationary plant, of course, has uses which are entirely different from the other engines which are vehicle engines. However, work on the farm, in factories, office buildings, power stations, etc., demands the stationary plant which is a heavy, slow-speed type operating on various cycles. It is made in any number of cylinders, developing any desired power, depending on the application. For pumping and similar work, hit-and-miss governors are fitted so that there is one power stroke in six or eight. The cylinders may be heavy castings and the pistons, rods, bearings, etc., larger than usually found, because weight and speed are not important factors. For ignition, make-and-break is satisfactory, although other types are used; and, since there is no forced-air draught, water cooling is universal, although the cooling system is not worked out to the exactness of the finer types of engines. Since economy of operation is necessary, it is usually demanded that these engines use almost any sort of fuel from gasoline down the scale, and accordingly compression pressures and operating temperatures are higher.

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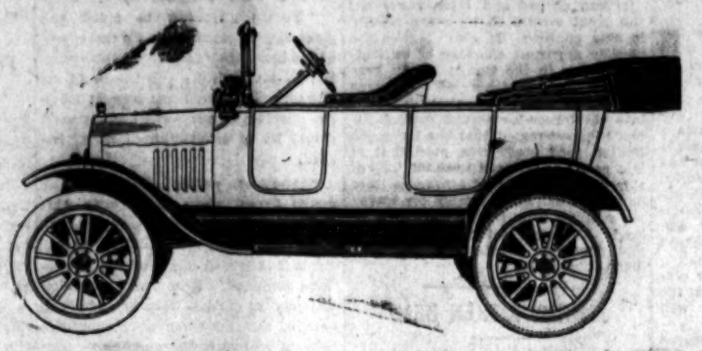

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Women And Motor Plows Defeat The German Subs' Effort To Starve Britain

How English Women And American Tractors Made The Country Practically Self-Supporting

(The following account of scientific, intensive farming in the Island Kingdom appeared in Motor for September)

The women of Britain plus the farm tractors of America have just about solved the food problem of the British Islands for all time. And this means that they have made probable victory in the war against the Hun moral certainty.

To point the moral of this little tale it will be necessary to go back a bit to the end of 1915, when Germany definitely abandoned all the restraints of civilisation and embarked on her career of submarine piracy. The British Islands have always drawn a generous share of their foodstuffs from other countries, meat, wheat and other comestibles from the United States, from the colonies, from South America, dairy products from Scandinavia, etc., etc. The Huns' announced campaign against merchant shipping at once produced a situation not of immediate food crisis, but certainly of catastrophe impending, if the German boats proved to be well founded.

The submarine campaign proceeded with its career of destruction and accomplished, not all that its noisy Hunish advocates claimed for it, but enough to make evident the fact that unless steps were taken to meet it, eventual disaster was certain. There were a number of interdependent methods of fighting the submarine and all of them were at once put into practice. Merchant ships were armed for self-protection and later were convoyed as a further measure of defence. The ship yards were spurred on to still more feverish activity and finally it was determined to make the country as nearly self-supporting as its comparatively small area would allow. It is in this last phase of the struggle that American tractors and British women have proved their essential worth.

It was no mean problem that was handed to the agricultural authorities of Great Britain, when they were asked to increase the production of foodstuffs at a time when the country had been drained of its man power almost to the last effective unit in behalf of the fighting forces, the munition industry, the shipyards and other enterprises contributing directly to military effort. The solution was found in the employment of women in agricultural labor, assisted by machines that would more than make up for the decreased quantity of manual labor available. The women of Britain nobly answered the call, from the earl's daughter to the no less eager little sister of the slums. America, the home of the one great tractor industry in the world today, was called upon to furnish the labor conserving machines.

Recruiting women for agricultural work started nearly three years ago. The authorities built on broad foundations. They established schools where the women were systematically trained for the work and were paid during their period of tuition. Last year 91,000 women were reported engaged in farm work in Great Britain and this year 300,000 of them are helping to raise the greatest crops in the history of the country. Next year there will probably be 500,000 scientifically trained women farm laborers actually making the little island kingdom of Great Britain self-supporting in the vital matter of farm produce.

The records show that to date 8,100 American farm tractors have been shipped to England and that nearly 6,000 more have been ordered and are going forward as fast as cargo space allows. Henry Ford alone has shipped 4,000 Fordson tractors from his Detroit plant and many of these have already begun breaking the British sod.

Just what this has meant to British agriculture may be judged from the fact that the 1918 acreage devoted to wheat, barley, oats, rye and other grains amounts to more than 7,500,000. This is an increase of over 1,800,000 acres over the figures for 1917. Also there are this year 645,000 acres devoted to the raising of potatoes, a gain of nearly fifty percent over the 1917 acreage. These figures cover only England and Wales, those for Scotland and Ireland not being yet available, although there have been heavy agricultural gains in those sections of the United Kingdom.

For hundreds of years Great Britain has had a disproportionately large area of grass lands, given up not only to grazing but to lawns, the fame of which is world-wide. The need for home production of foodstuffs has altered this immemorial condition. In England and Wales not less than 2,500,000 acres of grass land, some of which has never felt the plow within historic times, have been broken up and turned into grain fields. In Scotland 300,000 acres of grass land has been turned under and in Ireland 1,500,000 acres more. The total addition throughout the country to tilled areas will be well over 4,000,000 acres. Practically all this has been made possible by the use of tractors. The manual labor available in Britain at the present time would not have been adequate to bring one-tenth of this additional land into cultivation.

Of course the proof of the pudding is in the eating thereof and here is how the British pudding eats. In the happy, carefree days before the war, Great Britain imported two-thirds of its agricultural foodstuff. In 1918 the country will produce all but a scant quarter of these essentials. By 1919 it is expected, and barring crop failures will undoubtedly be the fact, that the kingdom will be entirely self-supporting as far as agricultural products go. This amounts to an agricultural miracle.

Just consider for a moment the concrete effect of this situation on the general condition of the civilised Allies in this war. The home production of Britain's food supply relieves the United States of the necessity of providing for this item. It releases an immense tonnage of ships for use in carrying abroad and later supplying the great armies that we are raising in this country. It also relieves the already apparent shortage of agricultural labor in the United States, permitting the recruiting of a greater number of sturdy, country-bred boys into our forces for service abroad. It has been estimated that the increased British food production over that of last year has released 1,000,000 tons of shipping, which would otherwise have had to be employed simply for carrying supplies from this country to England. All honor to the British women and American tractors, which have made it possible.

JOHNNY AITKEN DEAD

Onetime Speed-King Is 'Flu' Victim; Had Great Record

Johnny Aitken, the automobile racer, who died recently at Indianapolis, a victim of Spanish influenza, at the time was in charge of the shop of the Allison Experimental Company at Indianapolis. He had not been racing for the past two years.

Aitken's biggest racing season was 1916, though he had been a formidable contestant for championship honors before that. That year he came very prominently to the front and ended the season a close second to Resta, who was crowned king after the racing season ended. Throughout the season the two were neck and neck for first honors.

Here are a few of Aitken's 1916 achievements:

Competitive speedway records, ten miles, at Sheepshead Bay, September 30, in 5:45.03; 150 miles the same day and place in 1:26:58.66; 250 miles, same day and place, 2:23:4.03.

At the Chicago Speedway on October 14, Aitken did 160 miles in 1:31:38 and 180 miles in 1:43:06. These are but a few samples of his remarkable performances that year. Aitken was the leading driver to bring Goodyear racing tires into prominence.

ENGLAND KEEPS MOTOR PLANTS INTACT IN WAR

King Motor Manager Tells Of Foresighted Policy Of British Manufacturers

That the automobile men of England were wide awake to the necessity of keeping their institution intact for after-the-war business, is shown in a recent communication to the manager of the King car distributors of New York City.

"Some of the arguments presented by our English friends are so suitable to our present moods in this country," says W. R. Vogeler, Export Manager of the Company, "that I offer them here for those who may need a little enlightenment. They

"'To do anything to stunt engineering enterprise, to clip the wings of business that has saved the country, to compromise the future of an industry that can itself almost solve the problem of post-war employment would be a short-sighted thing indeed.

"'Another point. Without the motor firms, their appliances and their men, our national arsenals and work shops could never have turned out a hundredth part of the munitions required. The British motor engineering firms sprang into the breach, and by their assistance the miracle was wrought and the armies of the truly civilised world were supplied.

"'This is no exaggeration. The world will know it better when our motor firms have time and permission to publish particulars of what they have done and of what they are doing today. The masters and the owners have done well, and, temporarily, are better off for it. Whether, having gone up like a rocket, they will come down like the stick, depends entirely on the treatment that may be meted out to them by our future governments.

"'But it is the men I have in mind —the motor mechanics who knew their craft then and who have not shrunk from teaching it to a hundred times their number. They have served us well. Is their future to be jeopardised because certain folks are of the opinion that their industry is the production of luxuries? They know better and we know better. It is up to us then, to inform our rulers that nothing must be done that will throw back for years the greatest industry of the future, and very possibly banish most of it from our shores forever.'"

Foot Warmer Latest Thing For Drivers

An electric foot warmer for the use of aviators and truck drivers has been invented by a Jersey City, N. J., electrical engineer, at present on active service. The equipment comprises an insole of the same general appearance as the common slip insole, except that it has two plugs at the heel, which project about one-eighth inch from the bottom. These plugs are the terminals for the resistance wires or heating unit which is imbedded in the insole. When the insole is placed in the shoe the plugs fit snugly in two small sockets which are sunk in the heel about one-eighth inch.

TEMPERATURE REGULATORS

The thermostat used in these water temperature regulating devices is usually of the vapor type and consists of a small vessel partly filled with gasoline or some other volatile liquid, which is closed vapor tight, by a flexible diaphragm. This vessel is exposed to the circulating water, either by being placed in the water space over the cylinders or in a by-pass to the radiator which allows a small but free current of the hottest water to flow around it. So long as the water temperature surrounding the thermostat is below the boiling point of the liquid within it very little vapor is formed and there is practically no vapor pressure exerted upon the diaphragm to distort it. When, however, the water temperature reaches the boiling point of the liquid in the thermostat, vapor is rapidly formed and pressure begins to act upon the diaphragm, the movement of which is communicated to a rod, the motion of which can be utilised to open or to close a valve, as conditions may require, or to open the slats of a shutter type of radiator shield. The elasticity of the diaphragm returns it to its original position upon the cessation of vapor pressure occasioned by the cooling of the jacket water and performs the reverse action upon the valve or the radiator shutter. By using liquids of various boiling points in the thermostat, the temperature at which it begins to act can be altered.

900 LIBERTY MOTORS BY PACKARD IN MONTH

Big Automobile Company Set Record For Airplant Engines During October

Nine hundred Liberty motors in October, 33 of the great war engines in every working day, is the achievement celebrated by Packard men and women on November 1. They exceeded by 10 percent the quota of 825 set for them by the Aircraft Production Board, and got out their band with banners to let everybody know about it.

The day-to-day production during the month fluctuated, governed largely by the supplies of raw materials. On two days the high score of 50 was made, and on three days, 40. Most of the time, however, the engine assemblies stood at about 35 a day. What this means in the war program may be judged from the fact that 35 is a week's production in many a big aircraft factory in Europe.

Shipments, which involve alternate delays and spurts over which the engine makers have no control, on one day, October 9, reached 85 from the Packard plant.

The quota set for the Packard for November was 875, and the question in the minds of the men and women who already have beaten that mark was how much higher they could send their new record. The total Packard-built motors reached 4,724 on October 31.

VINDICATED

An interesting suit was tried in Hackensack, N. J., in 1906, to determine whether or not the automobile was a common nuisance. In a few minutes the jury brought in a verdict in favor of the automobile.—Chevrolet Review.

LOOK FOR THIS MARK IT APPEARS ON ALL GENUINE

B.S.A

BICYCLES

"Perfect in Every Part."

Manufactured by The Birmingham Small Arms Co. Ltd., Birmingham, England.

Makers of the renowned

B.S.A. Motor Bicycles

FOR SOLO AND SIDECAR.

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Firestone

Tyres and Tubes

THE Firestone Non-Skid tread gives a safe hold with extra miles of wear; the body is strong and sustaining; the excellent quality of the rubber gives easy riding, good traction and car protection.

A trial will prove this. Afterwards you will, naturally, stick to the tyre equipment which bears the Firestone name.

Firestone Tubes give long, elastic wear.

Shanghai Tyre Service Station

2A JINKEE ROAD

J. R. HARVEY (Proprietor)

Your Car is No Good!

If a man told you that you'd argue the point, wouldn't you? Of course, any car you can afford to buy and to operate is a good investment—but does the investment remain good?

Is Your Investment Protected?

An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor-car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment!

MAKE YOUR CAR GOOD!

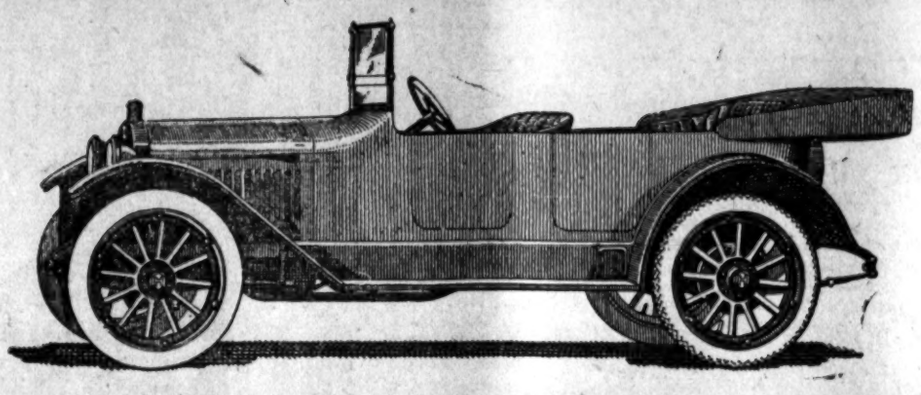
XS POLICIES PROTECT

C. E. SPARKE Insurance Office

Agent, Excess Insurance Co., Ltd.

WHY SHOULD HE WORRY?
HE HAS AN "XS POLICY"!

Hupmobile



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Power, Safety, Dependability, Performance, Comfort and Good Looks at Moderate Cost

Hup Owners are satisfied owners: they write their views to the factory out of the fullness of their satisfied hearts.

THE 5-SEATER TOURING CAR

is equipped with electric starting and lighting system, five demountable rims, one-man hood, form-fitting hood cover, quick-acting storm curtains, special door curtain carriers, non-drip rain vision window-screen, speedometer, ammeter, foot and robe rails, exclusive Hupmobile tail light, variable dimmer on headlights, electric horn, jack, pump, and full set of tools.

For demonstrations and full particulars, apply to

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In the Good Old Days

1.
"OOH-LOOK!
ARK EXTRA
2.
ARK EXTRA
3.
"WHY DIDN'T YOU HONK YER HORN?"
4.
"I WANT YOU TO BRING MR. TORTOISE TO COURT ON A CHARGE OF OBSTRUCTING TRAFFIC!"
"AYE, AYE SIR!"
5.
"COME ON OUT! YER'E UNDER ARREST. COME TO COURT!"
"THERE AINT NUTHIN' LEGAL ABOUT YOU BESIDES I DONT WANTA COME OUT!"
6.
"HEY! SHIPS CARPENTER!"
7.
TOOLS
8.
"THERE AINT NUTHIN' LEGAL ABOUT THIS!"
9.
"YIP!"
10.
"HE WONT COME! HE SAYS HE WANTS THE THING DONE UP LEGAL!"
"ALL RIGHT. HERE'S A SUMMONS. SERVE IT ON HIM!"
SUMMONS
11.
"WE CAN'T SERVE IT ANY MORE ON HIM THAN THIS!"
SUMMONS
12.
"NOW THATS WHAT I CALL A LEGAL PROCEEDIN'. ME FOR THE COURT!"
SUMMONS
13.
"MISTER TORTISE, YOU ARE SENTENCED FOR A MONTHS IMPRISONMENT FOR OBSTRUCTING THE PUBLIC THOROUGHFARE
'GOOD! WINTER'S COMIN' ON!"
SUMMONS
14.
"THAT'S PERFECTLY FAIR AN' TO SHOW THERE'S NO HARD FEELINS I'LL VOLUNTEER TO BE MY OWN JAIL!"
"HE'S A GOOD SPORT!"
"BRAVO OLE SHELL BACK!"
"HE'S A GOOD FELLER IF YUH GET UNDER HIS SHELL!"
SUMMONS
15.
"WHEN DO I GET FED?"
"NEXT THANKSGIVIN'"
ARK
SUMM
SWINNERTON '48

SHANGHAI, SUNDAY, DECEMBER 22, 1918

MAJOR LEAGUES TO START AGAIN

Will Meet This Month To Make Plans For Next Baseball Season

PLAYERS STILL IN SERVICE

Hoped Enough Of Them Will Be Released By Spring To Have Good Teams

New York, Nov. 10.—When the National and American Leagues hold their annual meetings here next month there is no doubt hat they will make plans for resuming the pennant races next Summer. With the end of the war in sight, baseball officials who have been opposed to trying to start the season of 1919 have changed their views, and by the time the club owners get together it is believed that they will be unanimous in the decision to continue the game.

John A. Heydler, Acting President of the National League, said recently: "Much will depend on the number and quality of players if peace is declared. The two major leagues could meet and readily determine that question. Personally I believe that by next Spring there will be a general public demand for resumption of the game."

While many players who are in the service will be unable to rejoin their clubs in time to take in Spring training trips, the number of players in deferred classes, who took up essential employment after the close of the season in September, will be able to get back into the game. During last year there were more baseball players developed than at any time in the history of the game. The general participation in the game at the army camps and naval stations has brought forth talent which otherwise would never have been uncovered.

Many New Faces Looked For

When baseball is resumed there will be many new faces in the game, and this should prove a big advantage, as the standard of play last season, with so many old-timers back in action, fell far below normal. There has always been more interest on the part of the fans in new players than in the general run of the old-timers, and baseball scouts already have received instructions to keep an eye on the new talent that has been developed in the service camps.

The baseball people know as well as any one else just where reforms should be made, and if advantage is taken of the lessons taught last season, they will keep the executive end of the game in the background and place the game before the public as a sport instead of a business.

The temptation to gain publicity, which is detrimental to the game's welfare, is so strong that many of the club owners are unable to resist it. Within the past week, one club owner could not resist the chance to get into the limelight by making an offer for Hank Gowdy, the Boston catcher, who will be one of the greatest attractions in the game when it is resumed, because he was the first major league player to enlist in the army. When this offer was made to the Boston Braves, the club owner who made it knew that Stallings would not consider any kind of an offer to part with his soldier-player.

Minor Leagues Meet

The first signs of baseball activity will come next week when the annual meeting of the National Association of Minor Leagues will be held in Peoria, Ill. A month ago it looked as if this meeting would have to be called off, but conditions have so changed it is expected that the meeting will bring together just as many baseball people as in former seasons. Already many major leaguers have decided to go to the meeting and everything possible will be done to encourage the minors to get themselves in readiness for a baseball really in the Spring.

One of the things which may go through at this meeting is the merger of the American Association and the International League, which failed to materialise last year at the Louisville meeting. Newark will figure prominently in this merger and Joseph J. Lannin, former owner of the Boston Red Sox, has retained his property in the International League for the sole

(Continued on Page 2)

Smiles from the Mixed Court

Wending his way down a dark alleyway, his kitchen, pantry and brightly glowing oven slung across his shoulder, Dzung Yoong-shing yodeled dulcetly at the closed doorways and wondered mildly why his siren song lured no one forth to the delights of the succulent noodle or dough-wrapped pork. Customers seemed reluctant to brave the wet, sales were practically a blank for the evening and the bedraggled restaurateur was rashly contemplating a loud vocal announcement of a slash in prices when a couple of figures loomed up ahead and signalled him to pause. Dzung swung his portable cookery to the pavement, donned his most chef-like expression, wiped his hands carefully on his coat tail and inquired if they'd have 'em medium or well-done.

The largest man of the two prospects, who happened to be none other than Kwang Hwa-doong, stepped forward and explained that neither he nor his friend, Woo Kih-nui, required nourishment just at that particular moment, though he had no doubt that the wares of the most honorable and exalted vendor were of a quality fit to be set before Emperors. N at some later time, perhaps, it might be his fortune to sample the dishes of Dzung, but at the present moment he and his comrade desired nothing more than a small loan—say $3, a small sum, but one they thought would be adequate.

Dzung smiled a deprecating smile, swung his itinerant cafe back upon his shoulder and began once more to warble the praises of eggs boiled in tea leaves. Kwaung interrupted him to inquire if he were to infer that the request for the $ was rejected. Dzung, never having seen either of the petitioners before, allowed that Kwaung had guessed aright and started on his way.

Dzung, in the Mixed Court, said he was unable to say just what happened next, but shortly afterward, when he had unwrapped himself from a tangle of uncooked noodles and combed the glowing embers out of his costume, he remembered distinctly the fists of Kwaung and likewise the knuckles of Woo rebounding rapidly off his features. The police arrived just as the lights went out.

Of course Kwaung and Woo expressed horror at the story of Dzung as related to the court. Why, said the former, he had been peaceably passing through the alleyway when Dzung bumped violently into him with his stall. He had chided the miserable hawker about his carelessness and the result was a vicious assault upon himself. As for his part, said Woo, he had been the brutal attack on Kwaung and hastened up to offer his services as mediator. Both Kwaung and Woo expressed extreme annoyance over the affair.

They looked even more annoyed when the court ordered each interned for two weeks.

Slight Difference As To Location

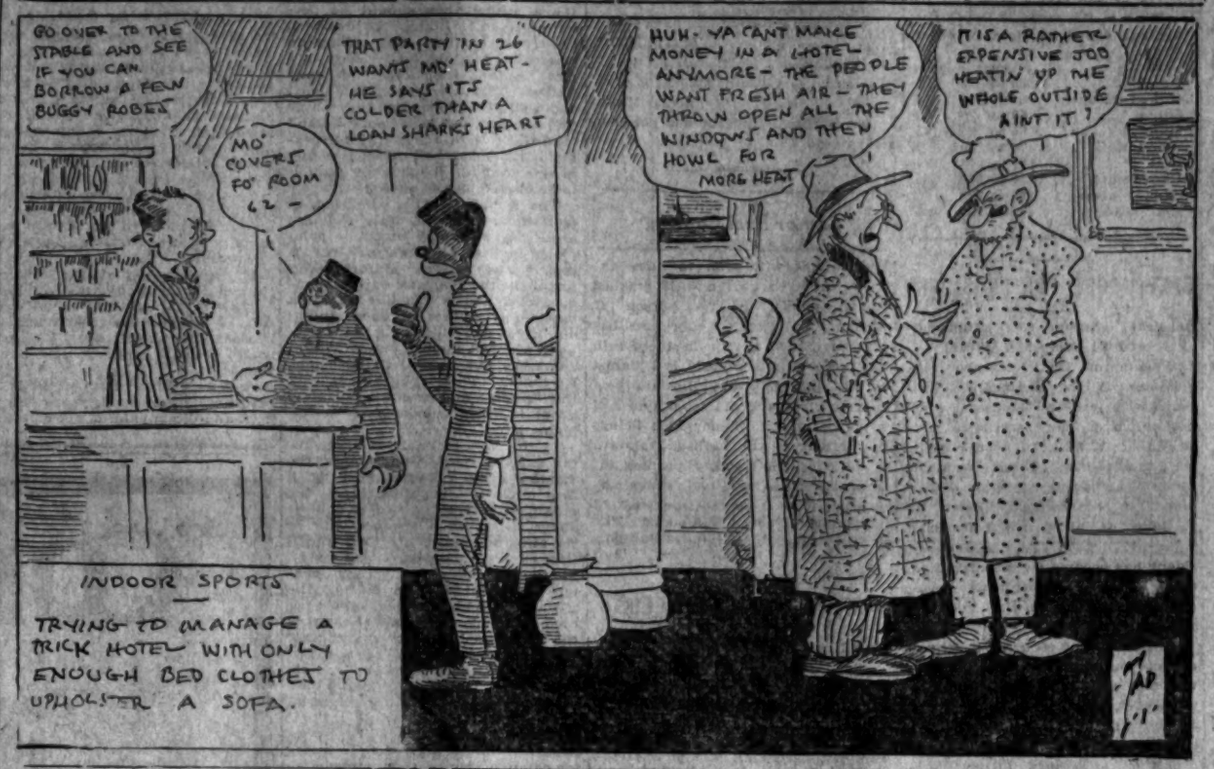
Waung Tsan-shing was quite frank about having taken the cotton. His work as coolie in the Oriental Cotton mill, he explained, entailed a lot of heavy lifting and the bamboo pole used to bite into his shoulder pretty viciously along toward the end of the day. So he picked up a little loose cotton, just a couple of handsful, and stuffed it inside his shirt in order to take a bit of the strain off his collarbone. And, Waung lugubriously concluded, the lynx-eyed watchman, seeing this, had collared him, bringing him to face the outrageous charge of theft.

Waung's story sounded fine until the watchman gave his version, which was that the cotton had been found packed into the coolie's trouser legs. Three weeks for Waung.

Speaking Of A Dog's Life—

In the course of the day's work it became incumbent upon Tseu Vung-sung to transport a cat from one house to another. He decided that it was too far to walk and mounted his bicycle. Now no man can ride a bike down a Shanghai street with a cat under one of his arms and Tseu got round the difficulty by fastening one end of a cord to the handlebars and the other end to the animal's neck. The cat had just about lost all interest in its journey when a Police Constable happened into the line of march; by reason of which interruption the S.S.P.C.A. was yesterday enriched to the amount of $2, Tseu being out a like amount.

INDOOR SPORTS By Tad


GO OVER TO THE STABLE AND SEE IF YOU CAN BORROW A FEW BUGGY ROBES
MO' COVERS FO' ROOM 42 -
THAT PARTY IN 26 WANTS MO' HEAT - HE SAYS IT'S COLDER THAN A LOAN SHARKS HEART
HUH - YA CANT MAKE MONEY IN A HOTEL ANYMORE - THE PEOPLE WANT FRESH AIR - THEY THROW OPEN ALL THE WINDOWS AND THEN HOWL FOR MORE HEAT
IT'S A RATHER EXPENSIVE JOB HEATIN' UP THE WHOLE OUTSIDE AINT IT ?
INDOOR SPORTS
TRYING TO MANAGE A TRICK HOTEL WITH ONLY ENOUGH BED CLOTHES TO UPHOLSTER A SOFA.
TAD

At The Theaters

Fred Keeley and Ivy Aldous, two clever entertainers, are billed to open at the Carlton tonight. An arrangement has been made for the two artists to entertain during dinner and later at night in the ballroom. The pair have all the latest songs, new dances and bright, new patter. They made a great hit at the Race Club benefit a few months ago and since then have been on a successful trip to Tientsin and Peking.

"The Yankee Way," with George Walsh, Enid Markey, Ed Sedgwick, Joe Dowling, Tom Wilson and James O'Shea, is announced for Thursday night at the Apollo Theater. A comedy film, "Should Wear Braces," starring Max Linder, will also be on the program for the last half of the week.

There will be matinees at the Apollo on Christmas Day and Boxing Day. Douglas Fairbanks, in "Flirting With Fate," is the Christmas attraction and William Farnum in "The Gilded Fool" is billed for Thursday afternoon. This afternoon, episodes nine and ten of "Who is Number One?" will be screened.

Tonight offers the last opportunity to see Norma Talmadge in "The Missing Link" at the Apollo while the third epoch of "The Count of Monte Cristo" will start tomorrow night. Pictures of the victory celebrations here, Pathe's British Gazette and a comedy, "Lucky Wiffles," complete the program.

Charlie Chaplin holds forth at the Olympic Theater this afternoon, tonight and tomorrow night. Five of his best comedies, "The Police," "Hello Everybody," "The Perfumed Lady," "The Cure," and "Two of the Bravest" are announced.

For this afternoon, tonight and tomorrow night, the Victoria Theater offers a five-part Paramount, "The Arrival of Perpetua," with Vivian Martin; an interesting film, "California Poultry," and two comedies, "Some Chaperone", and "A Thorn Among Roses."

At the Isis this afternoon and tonight, "The Life of Lord Kitchener," which drew big houses at the Olympic last week, will head the bill. The seventh and eighth episodes of "The Red Ace" are also announced. The third and fourth parts of "Who Is Number One," start at the Isis tomorrow.

The Moscow Trio

The Moscow Trio gave last night a program of Russian music which was an appropriate farewell, for it was the best of their series. Though dogged by the elements to the very end, they had a better audience than before, but still far from what they deserve.

The Moscow Trio are three conscientious, talented artists who have given really creditable concerts. And they were at their best last evening. It was a program characterised by alluring melodic beauty, well rendered. This was particularly true of Sanasate's "Spanish Dance," and Wieniawsky's "Second Polonaise," played by Mr. Sirotlo, violinist, also of the "Slovanish Rhapsodie," a composition by Popper, played by Mr. Bakaleinikoff, 'cellist. Mr. Chnelnitzki, pianist, also gave a solo which was much applauded.

Inter-Club Billiards

By Follow Shot

Well! The giants have met and the Powhattan Club have now the honor of being still unbeaten—and isn't our worthy friend Bailey pleased!

Looking around the Lusitano Club, each night one could see partisans of every club in attendance, and they were rewarded by witnessing one of the hardest tussles since the league has been in existence.

First our Champion won his game by 37 points, then 'Erb came into the picture, winning by the odd point after looking all over a loser.

The next two games swung the pendulum over to the Lusitano as J. M. Lopes and the old war horse, C. M. P. Remedios, left the tables with a margin of 52 points in their favor. 52 behind and C. S. Peacock to play, and, to my mind, a better cueist to fight out a hard finish is not to be found. Anyhow Peacock picked up his cue as if he at any rate had no doubt of the issue and, playing a sterling game all through, ran out a winner by 122 points.

Bravo Powhattan! and I'm sure no one will be more congratulatory than the losers, for in any club in town one cannot find more good sportsmanship and hospitality than in the Shanghai Lusitano Club.

In the other matches the Municipal won their first game, mainly owing to a fine exhibition by C. J. Bull.

J. E. Wilson seems to be coming into form and breaks of above fifty seem to come very easy to him now he has burnt his new cue and turned his affections to the old one again.

Results Of This Week's Matches

Customs v. Municipal

Capt. Gowing	300	A. McIntosh	293
T. Mellows	155	C. J. Bull	300
F. Stormes	281	L. E. Todd	300
H. McFarland	300	A. de Kryger	254
J. Bartolini	272	D. McAlister	300
Total	1308	Total	1447

Thirty C. v. Masonic

E. Fasting	300	C. Komaroff	215
M. Bush	300	C. Matthews	209
T. Pognand	300	S. Green	229
A. F. Ollerdessen	300	F. W Jones	256
M. Wooten	300	T. J. Long	249
Total	1500	Total	1168

M. E. I. v. S. M. Police

G. M. Boyes	233	Capt. Barrett	300
G. B. Stormes	245	C. Dewing	300
J. E. Wilson	300	P. W. Reeves	214
W. S. Campbell	300	J. Robertson	214
T. Spring	300	R. W. York	195
Total	1378	Total	1223

Lusitano v. Powhattan.

G. M. P. Remedios	263	H. S. Smyth	300
J. V. Jensen	178	C. S. Peacock	300
C. M. P. Remedios	300	H. E. Gibson	239
J. M. Lopes	300	H. E. Brewer	271
F. P. da Silva	299	H. Langley	300
Total	1340	Total	1410

The League

Club.	Played.	Won.	Lost.	Points For	Points Ag'st.	Points.
Powhattan	5	5	0	7255	6250	10
Lusitano	5	4	1	7172	5909	8
M. E. I.	5	4	1	6946	6110	8
Thirty C.	5	3	2	6814	6330	6
Masonic	5	2	3	6287	6689	4
S. M. Police	5	1	4	6408	6660	2
Municipal	5	1	4	5987	7181	2
Customs	5	0	5	5334	7228	0

High Break:—J. E. Wilson 59.

Physical Education Planned For Schools

Physical work inaugurated in the Public School for Boys is soon to be instituted as a part of the curriculum in all Chinese and foreign schools of the Settlement and a systematised course in physical education will be a factor in the training of Shanghai school children.

The appointment as Director of Physical Education of Mr. C. D. Gauque, former Professor of Physical Education at Nanking Government Teachers' College, offers the opportunity to expand physical work among pupils of Shanghai schools.

Annual physical examinations are already well under way at the Public School for Boys and the Hanbury School students will be examined as soon as the examinations at the Public School are completed.

Each boy is given a card which is filled out with various details of his personal history, health, habits and athletic interests. An examination is made of the nose, ears, eyes and throat and measurements are taken. Corrective exercises are then advised.

Physiology and hygiene are to be given as courses in the schools and physical work will be furthered by systematic setting-up drills, gymnastic classes and organised play periods.

Active outdoor clubs will be formed and several hikes have already been held. A boxing class is planned after the holidays.

Harriers Run In Rain

The Fiend who is ruling the weather administration these days makes no concessions to sport and his program of dampness interfered with even such fair-or-foul-weather goers as the cross-country runners yesterday. But even the sergeants of air and ground could not put a complete damper on the sport.

The Shanghai Harriers' Club members were to have gone on a friendly run with the Nanyang College boys yesterday afternoon but on account of conditions the Nanyang officials decided to postpone the school event till next Saturday. The Harriers, however, in spite of the rain decided on a practice jaunt and a good crowd journeyed out to Hongkew Park for a four-mile spin on the road, with a team race and points to count on the white shield.

The first six men in were F. A. Remedios, C. C. Reneman, M. J. Cruz, G. Rose, F. H. Watson and R. F. Remedios. The winner's time was 23 minutes, 45 seconds. The team race was won by Reneman's aggregation, which beat Cruz's team by seven points. F. S. Bridges acted as judge of the race, with T. McKenna as referee and J. S. Alves timekeeper.

While out in the country near Kiangwan the Harriers were surprised to see a pack of smart young runners hiking it over the landscape at a merry gait, about a dozen or more of them, all promising youngsters, and it was learned that a new club has sprung into existence. Moreover they intend to send at least eight entrants in for the Road Championship next week. The Harriers say the more the merrier and welcome the newcomers, wishing success to the new organisation.

10-Mile Championship Thursday

The Shanghai Harriers' Club will hold its 10-mile Road Championship next Thursday. This race is open to all comers, enemy subjects only being barred. The start will be at 10 a.m. sharp from the Grand Stand at the Race Course and the run will wind up with a once-round the Course, finish before the stands. A 10-mile stretch has been measured off via Bubbling Well, Gordon, Robinson, Brenan, Edinburgh, Siccawei, Great Western, Weihaiwei and Mohawk Roads.

The prizes for this event are a silver cup and gold medal to the winner and silver and bronze medals to the second and third men home. The winner of the chase will own the right to call himself 10-mile road champion of Shanghai.

In addition to the Championship event and in conjunction with it the Harriers' Club will have a 10-mile road handicap. Hot favorites in this feature are the speed-merchants Reneman and Remedios, but there are several other speedy Harriers who are expected to do better work on the road than they do across country. Runners will be checked at various points by officials and, the permission of the Police authorities having been given, the run is expected to go off smoothly and without any interruptions throughout. An invitation has been extended to the athletes of all the naval ships in port and several entries are expected to come in for the Championship from that quarter.

The Harriers' Club wishes to express its thanks to the Stewards of the Race Club for permission to start and finish the race on the Course.

MUST BE A JINX ON FOOTBALLERS

It's Races Or Celebrations Or Rain Or Something To Stop Them

OUTLOOK FOR CHARITY CUP

Club Is Battling Against Rest Of Shanghai For Honors This Year.

No football yesterday. The game is having a bad time this season. First the races kept things back; then came the peace celebrations; and just when the league looked as if it had got into the straight our old friend the Clerk of the Weather has got busy and everything is at a standstill.

The Socony fixture with the Police ought to have been a star affair. One hears great things of the oil merchants and now that they have added Elliot to their number they should walks through the majority of teams here. Pity we did not see them in action against the Force.

Boxing Day Match Next

The Recs were down to visit St Xaviers at the Hongkew Park. Two fine teams were booked to play. Another disappointment. There is a game fixed for today but I fancy that the Jewish Club and the Willows will also have to possess their souls in patience. All we can do now is to hope that the next day or two will see the sun shining brightly, and just the dryest of zephyrs skimming up the moisture, so that the big game scheduled for Boxing Day might be made possible and that a deserving charity be enriched.

In the days that have gone the Marine Engineers were top dogs in the way of soccer, but all that remains of them is the early reminder at Christmas time. M. O. Anderson sees that the Association get together the very best two teams for the game and he also sees that tickets are well distributed all over the Settlement. The Charity Cup fixture is always one of the best things in the season's football.

This year the Shanghai Football Club is battling against the Rest of Shanghai and it certainly has gathered together a great crowd of stars. Isherwood makes a welcome re-appearance in the defense and with Tonkin by his side it will need a pretty strong attack to pierce as far as Beres, and he wants a lot of beating. The Club's forward line seems ideal. Olsen at outside right, and the speedy Alex Leslie on the opposite wing, and, keeping up with this pair, Clifford, Drake and Forshaw, present a front that will keep even good defenders like Biggs and Benjamin Smith on the alert.

Robertson To Captain Rest

The Rest of Shanghai have gone far and wide for their players. Johnny Robertson of the Police is skippering the team and no better sportsman could possibly be found for the honor. He is always fit and ready, and he is always out for the best in Soccer. Young Sofoulis, at one time the Hanbury School wonder, is taking the place so long and so ably filled by Dickie Brandt and right well he shapes. He is accompanied by an old school fellow in Seredkin. Gussie White and Ed. Cooke, a couple of past Public School boys, are also in the team. What a great game could be arranged between players who owe their education to nomenade and those who have picked up what they know locally.

Bassett will referee the match. What he does not know about the game is not worth trying to find out. He is lucky in having a brace of our best referees, Messrs. Fulton and Landers, to help him on the line. Mrs. John Prentice presents the Cup to the winners. Year after year she does this act in her own gracious way, maskee cold, she is always there.

All the proceeds this year will go to the Shantung Road Hospital, $1,000 at least is wanted and to get that sum should be easy.

The teams:

Shanghai Football Club.—L. Bertes; P. Isherwood, M. Tonkin (Capt.); G. Craigie-Ross, A. Loonis, F. S. Ward; H. N. Olsen, W. C. G. Clifford, D. S. Drake, G. F. Forshaw, A. H. Leslie. Reserves: H. J. Johns and E. A. Brodie.

Rest of Shanghai—A. Remedios (S.R.C.), B. Smith (S.R.C.), L. Biggs (Police), V. Elliot ("Socony" F. C.), J. Robertson (Police), (Capt.), M. Seredkin (S.R.C.), A. V. White (S.R.C.), E. J. Cooke (S.R.C.), A. Sofoulis (S.R.C.), W. T. Manley (S.R.C.), and F. Guttieres (St. Xaviers). Reserves: Watson (Police), Hansen (S.R.C.).

WEEKLY RINGBOUTS IN PARIS FOR SOLDIERS

New York, Nov. 3.—Even though there will be no hostilities on the various fronts during the coming Winter, there will be plenty of fighting in Paris. Pugilistic bouts between the leading A. E. F. boxers of the various weight divisions will be staged weekly for the benefit of the American and Allied soldiers quartered or on furlough in the French capital. The athletic department of the Y. M. C. A. has leased the famous Palais de Glace for the Winter, and every Wednesday night will be "Boxing Night" until Springtime brings a return of outdoor sports.

All talent for the boxing programs will be furnished by members of the American Expeditionary Force. It is planned to conduct the shows in the form of a continuous tournament, so that in time the Paris division championships in the various classes may be established.

Toward the end of the season it is hoped to bring in the champions of other districts and hold a tournament that will develop the star boxers in the entire A. E. F.

P. W. Stone, of the Y.M.C.A., is matchmaker. He was for years prominent in promoting amateur boxing for the Chicago A. A., and is relied upon to bring together the right men. The aim of the committee is to develop boxing among a large number of men rather than to exploit a few professionals. At the same time men who have had ring experience will not be barred.

Eight bouts each Wednesday night is the limit, with four rounds as the usual distance, but in some cases with wind-ups over longer routes. Eight-ounce gloves will be used.

SCHOOL FOR CARD PLAYERS

Auction Bridge. C. T. M. says: During the play of a no trumper A leads a club, to which his partner follows suit, but the declarer does not. Later A gets in and leads another club, to which his partner does not follow suit, but the declarer does. Having caught the declarer in a revoke A turns the trick quickly, saying nothing. On the next trick it develops that A's partner revoke on the previous club lead. The declarer is set two tricks, but bets it does not count, as B revoked. A bets as both revoked it is a standoff, just as if neither had done so.

When both sides revoke the only score permitted is for honors as held.

W. P. N. J. says: A opens a jack. No one stays. What must he show and why?

All five cards. He has paid no more to get those five cards than any other player at the table, and they are entitled to see the five that beats their five. He cannot be said to have also paid what he opened with, as no one calls it, and he simply takes it down again.

Major Leagues To Start Up Again

(Continued from Page 1)

reason of trying to put through the consolidation of the two most important minor organizations. The clubs which will make up the new circuit, if it goes through, will be Newark, Baltimore, Buffalo, Toronto, Indianapolis, Louisville, Toledo and Columbus. One of the chief boosters for the new circuit is James C. McGill, owner of the Indianapolis Club.

All the minor leagues were forced to close their gates last season with the exception of the New International League, which operated throughout the season at a loss. John H. Farrell, who is President of the organization, is also the Secretary of the National Association and he and President Mike Sexton of Little Rock will be the important figures at the conclave of the minors.

On account of the unusual conditions last season, several controversies have arisen about the numerous minor league players who went to the majors when the small leagues collapsed. These disputes will take up much of the time of the association meeting. Some of the players in dispute are Jack Coffey, who finished the season with the Boston Red Sox; Bob Fisher, the shortstop who finished the season with the Cardinals, and Frank Truesdale, who was with the Yankees at one time.

Hawk Is Fastest Of Bird Flyers; Crow The Slowest

While there is considerable variation in the speed of flight of game birds, the table below may be taken as the most accurate approximation of the comparative speed at which the better known wild birds fly.

The crow may be taken as an example of the slower flying bird, with a rate of thirty-five to fifty-five feet a second, with an average speed of forty-five miles an hour, while many species of hawks attain the remarkably fast speed of 200 feet a second.

Here is the table showing the average speed in flight of other birds:

Bird.	Ft. per sec.	Aver.
Quail	65 to 85	75
Ruffed grouse	60 to 90	75
Snipe	50 to 70	65
Mallard	55 to 90	75
Wood duck	70 to 90	80
Teal	120 to 140	130
Canvasback	130 to 160	145
Canada goose	100 to 120	110
Red head	110 to 130	120

SAFE HORSE FOR PRESIDENT

Admiral Grayson Gets Thoroughbred To Carry Mr. Wilson

Washington, D.C., November 16.—Admirers of the thoroughbred here point with pride to the fact that the horse which has served to keep President Wilson in good physical condition during these strenuous times has a large proportion of pure blood in his veins. Under the tutelage of his personal physician, Admiral Cary T. Grayson, the President has become a horseman of no mean ability, and nearly every morning finds him in the saddle for an hour or more.

The matter of securing a suitable mount was not easy. A horse that was safe and had a good gait at the walk, trot, and canter was the type sought, and Admiral Grayson, who is an accomplished horseman, finally found the animal he wanted in Virginia in the region of Front Royal, where the Government has for some years had one of its experimental stations for horse breeding.

The horse in question, which is now known as Democrat, is 6 years old. He is a son of the famous thoroughbred sire Octagon, which Major August Belmont, Chairman of the Jockey Club, gave to the Government when the Front Royal station was established. Octagon was a son of the French sire Rayon d'Or and his dam was Ortegal, by the renowned English stallion Bend Or.

Democrat is a rich chestnut in color, with three white legs and a star, stands a trifle over 15.2½ hands, and is a perfect type of the sort of horse the United States needs for cavalry remounts. His feet and legs are of the best, and his broad forehead indicates unusual brain power. His neck is long and well shaped, and his oblique shoulders run into a strong back that is coupled closely to broad, well-rounded, powerful quarters.

He has a quick, brisk walk, with that pendulumlike swing of the tail which denotes the right kind of stifle action. His sloping pasterns guarantee a springy trot as he goes from a walk to an easy canter that makes his distinguished master forget everything but the joy of being alive.

It is a coincidence that the charger of the late Earl Kitchener was named also Democrat. He was a famous racer and was foaled in New Jersey, the property of the late Pierre Lorillard, who sent him to England, where he won many great stakes and was generally acclaimed the best two-year-old of the his year.

Sykora-Sklarevski

Bogumil Sykora and Alexander Sklarevski will be heard at a concert given at the Lyceum Theater next Saturday night. The two artists are by far the greatest who have ever come to Shanghai and the opportunity to hear them both at the same concert is a rare one.

Mr. Sklarevski's program will be made up of compositions requested by those attending his last concert. The voting resulted in the selection of the following:

1.—Debussy .....Arabesque, E. Major.
2.—Chopin .....Nocturne, F♯ Sharp, Major.
3.—Beethoven .....Moonlight Sonata C. Sharp, Minor.
4.—Schumann ... Carnival, F. op. 19.
5.—Liszt .....Campanella, C. Sharp Minor.

Mr. Sykora's program has not been announced.

Signor Paci Coming

Shanghai will soon to have the opportunity to hear a distinguished Italian pianist, in the person of Signor Mano Paci. Signor Paci has just concluded a tour in the South and, according to reports, is a pianist of the highest order. Besides possessing a remarkable technique and a perfect touch, Signor Paci brings his playing to the highest standard possible by his notably perfect interpretation in all his renderings, whether it be from the works of old masters or modern composes. The first concert will take place January 4.

DEVISE AID FOR GOLFERS

Club Has Rule To Prevent Losing Of Balls And Clubs

New York, Nov. 17.—With the price of golf balls and clubs going steadily upward, a golfer is not so likely to give up the search for a lost rubber core as in the past. In view of the conditions it is not surprising to find one club sending out this notice to its members:

"While we deplore the loss of so many balls on the course, caused by stones, thick brush and so forth on the sides of the fairways, we cannot improve these conditions at present, but we have a remedy. Send your caddies ahead. You will notice a marked difference not only in balls lost but in time consumed in playing the course."

These remarks must have been made with a full knowledge of the pending increase in cost of the elusive rubber core. In future, there will be more tramping around in the tall timbers, for the game becomes more and more expensive as time goes on. It is not beyond the range of possibility that lost ball concessionaires may soon make their appearance at the side of the fairway.

One metropolitan professional used to complain that at his club a member was in the habit of getting up early in the morning to cut the rough with his lawn-mower. That man it would seem, might have a lot of company soon.

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Y'shiro M. Dec. 23

For U.S. Canada and Europe:
Per C.P.O.S. s.s. Monteagle Dec. 27

MAILS DUE

From U.S. and Canada
Per C.M. s.s. Nanking .....Dec. 26

From France:
Per M.M. s.s. Sphinx .....Dec. 31
Per M.M. s.s. Nera .....Jan. 3
Per M.M. s.s. Porthos .....Jan. 14

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Siamese Troops Learning America's National Game

Soldiers From Land Of The White Elephant In France Rapidly Finding Out That A Baseball Is A Tough Thing To Get Hit By

By E. A. Batchelor

Paris, October 7.—Speaking of casualties, unless somebody hurries up and tells the Siamese troops fighting with the Allies a few things about the great American game of baseball, the little brown men are in danger of being entirely wiped out. It's a shame they should be permitted to go on taking liberties with the Yank pastime and piling up casualties, too, because they are nice boys and they look like good troops. They are snappy and smart and well disciplined, but they never will see the front if someone doesn't take them aside and confidently explain that a baseball when it comes in contact with the human skull is to be classed as a dangerous weapon.

The trouble is that the soldiers from the land of the white elephant are trying to supply the same principles to baseball that they use in their native game. Unfortunately for them the Siamese ball is made of wicker and is soft and light. A baseball is neither of these things and if you don't believe it ask somebody who has stopped one of Walter Johnson's fast ones with his dome. He knows. That is, he knows what the doctors and nurses tell him about it when he comes too a few hours later.

In the first place, it is necessary to explain something about the Siamese game. Several men stand in a circle to play this, and the object is to keep the wicker sphere, about as big as a croquet ball, in the air. The players use their knees, feet, elbows, shoulders and heads, in attaining this object. They develop wonderful skill in batting the pill around with assorted corners of their anatomy, too, and sometimes the ball doesn't come in contact with terra firma for several minutes. Apparently there are no points scored and the play is simply for exercise and to exhibit dexterity and cunning.

When a detachment of these Siamese athletes arrived in a training camp in France, they immediately wanted to learn baseball. There is a "foyer du soldat" in this camp just as there are foyers everywhere. There are American amusements in France wherever troops are, headquarters of the Y.M.C.A., the Y.W. C.A., the National Catholic War Council (K. of C.,) the Jewish Welfare Board, the American Library Association and the Salvation Army. The American athletic director attached to this foyer offered to teach the Bangkok delegation the game and the diamond was duly laid out.

First the director explained the general idea of baseball through the interpreters, with which the Siamese are liberally provided. The Orientals listened attentively and soon told the American that they were ready for the practical part. So a couple of teams lined up and the pitcher uncorked the Siamese idea of a curve. To the horror of the Americans present, the batter promptly stuck his head in the way of the ball and ran to first base. Fortunately for him the pitcher didn't have any speed else the batter would have been carried to first, or to the hospital. The American instructor hastened to explain that it was not according to the Spalding guide to stick one's thought foundry in the path of the ball and they tried it again.

Evidently the next batter thought the instructor was complaining because his predecessor hadn't driven the ball far enough with his roof, for he deliberately butted the first pitch as hard as he could. At this interesting juncture the instructor halted the game and kindly but firmly insisted that he would have to confiscate the implements of war in the interests of safety unless the Siamese changed their tactics. He saw that all sorts of international tangles might develop if he permitted soldiers of an Allied power to commit suicide, one by one.

This time he told the interpreters slowly and distinctly that the ball was to be hit with the log of wood carried by the batter and not with the features. The idea of using the flail seemed to percolate a little and the next batter swung madly. Being unused to the trick of meeting the ball, he missed. He tried again, and missed. The third time, he threw away the bat entirely, and butted the ball.

And so it goes. They say it is the surest way, and as they are here to fight and die anyhow if need be they do not worry about the heavy percentage of casualties. When one of them acquired a lump the size of an egg on his head it is regarded as an honorable wound, and as for the pain: "C'est la guerre."

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A French Remedy for all Irregularities. These pills are of Apiol keep a box of Martin's Pills in the house, as that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. In all Chemists and Stores, or post free 8/- from MARTIN, Chemist, SOUTHAMPTON ENGL

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH.....dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	23.00
SOOCHOW.....dep.	..	9.41	11.22	12.30	14.55	18.15	19.20	1.08
WUSIH.....dep.	..	10.31	12.24	13.41	15.54	19.27	20.20	2.10
CHANGCHOW...dep.	6.50	11.22	13.16	15.05	16.48	..	21.25	3.10
TANYANG.....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG.....dep.	9.16	12.52	14.55	17.17	18.23	..	..	5.06
NANKING.....arr.	11.19	14.15	*16.35	19.20	19.50	..	..	6.50
PUKOW.....dep.	..	..	18.20	Sleeping Cars Pukow to Tientsin	..	..	..	..
TSINANFU.....dep.	..	..	17.46		..	..	..	..
TIENTSIN { arr.	..	..	6.00		..	..	..	..
CENTRAL { dep.	..	..	6.20		..	..	..	..
PEKING.....arr.	..	..	10.20		..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
PEKING.....dep.	..	..	16.45	Sleeping Cars Pukow to Tientsin	..	..	..	..
TIENTSIN { arr.	..	..	19.20		..	..	..	..
CENTRAL { dep.	..	..	21.45		..	..	..	..
TSINANFU.....dep.	..	..	8.15		..	..	..	..
PUKOW.....arr.	..	..	6.00		..	..	..	..
NANKING.....dep.	..	..	*7.25	8.00	11.45	*14.20	15.55	22.00
CHINKIANG.....dep.	..	..	9.00	10.10	12.30	16.06	16.16	1.00
TANYANG.....dep.	..	..	9.36	10.50	14.12	16.41	19.08	..
CHANGCHOW..dep.	7.00	..	10.34	12.18	15.08	17.39	20.20	3.16
WUSIH.....dep.	8.15	7.10	11.23	13.36	16.00	18.29	..	4.31
SOOCHOW.....dep.	9.35	8.08	12.23	14.54	17.01	19.21	..	5.12
SHANGHAI NORTH.....arr.	12.15	10.15	14.20	17.30	19.00	21.00	..	7.00

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS...dep.	6.10	8.10	10.50	12.15	14.40	16.20	18.30	19.55	21.70	SHANGHAI NORTH...dep.	6.10	7.20	10.05	12.25	14.00	15.30	17.30	19.10	20.45
KIANGWAN dep.	7.17	8.57	11.17	13.42	15.07	16.47	18.37	20.2	21.57	KIANGWAN dep.	6.21	7.41	10.16	12.36	14.11	15.41	17.41	19.21	20.56
SHANGHAI NORTH .. arr.	7.35	9.45	11.35	13.55	15.15	16.55	18.45	20.30	22.05	WOOSUNG FORTS...arr.	6.46	8.05	10.49	13.09	14.35	16.05	18.05	19.45	21.20

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North.....dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield.....dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Sicawei.....dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction.....dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South.....dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction.....dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sunglang.....dep.	....	8.59	10.48	12.02	....	16 07	17 42	....
Kashi.....dep.	....	9.51	11.52	13.28	....	16.53	18 49	....
Kashing.....dep.	7.40	10.25	12 30	14.35	....	17 22	19.20	....
Yekzah.....dep.	8.45	11.05	13.16	15.50	....	17.53	....	....
Changan.....dep.	9.45	11.41	14 00	16.50	....	18 24	....	....
Hangchow.....dep.	11.10	12 50	15.25	18.30	....	19.19	....	....
Zahkou.....arr.	11 35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Ex. press R	Local
Zahkou.....dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow.....dep.	....	....	7 00	8.30	....	10.00	14.35	16.05
Changan.....dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yekzah.....dep.	....	....	8.41	10.31	....	12.29	15.51	18.40
Kashing.....dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai.....dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunglang.....dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction.....dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South.....arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction.....dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Sicawei.....dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield.....dep	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North.....arr	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.